JANUARY 16, 1953

The Autocar

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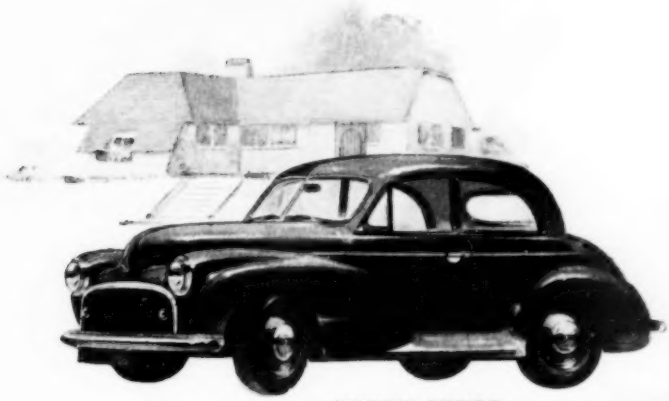
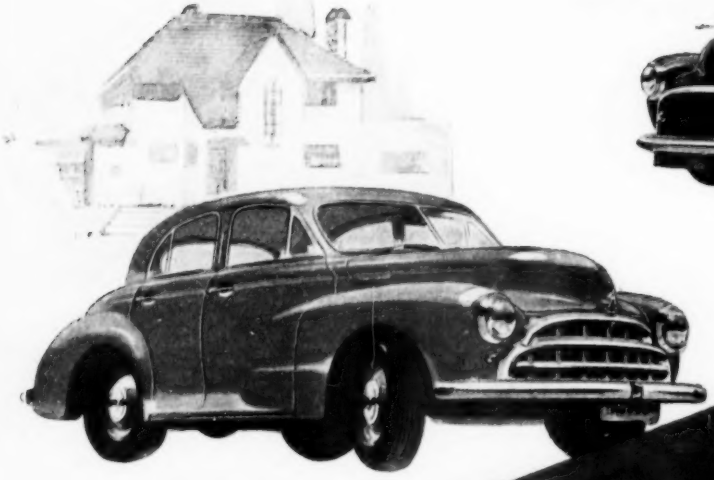


MORRIS MINOR



MORRIS OXFORD

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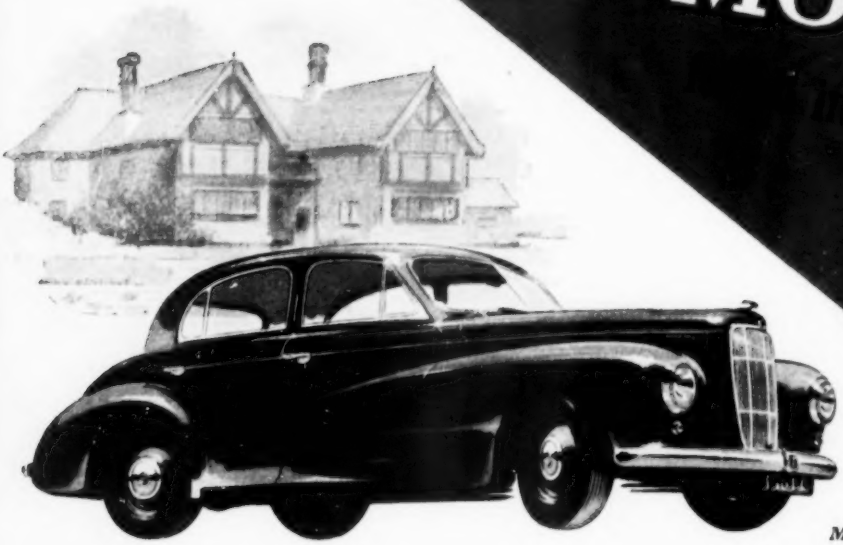

MORRIS SIX

Morris Motors Limited, Cowley, Oxford. Overseas Business: Nuffield Exports Limited, Oxford, and 41 Piccadilly, London, W.1

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GIRLING

THE BEST BRAKES IN THE WORLD

SERVICE

for wherever you motor you'll find a
LOCAL GIRLING SERVICE AGENT
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WAY OUT AHEAD

★ FACTORY LINED REPLACEMENT BRAKE SHOES

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Rubber seals, Hoses, Master and Wheel Cylinders

★ GENUINE GIRLING SPARES
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GIRLING LIMITED
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SPEAKING OF SAFETY,
FRANK★ WARNS:—

"You can't put things right by remote control"

★ *We have selected Frank as a typical example of a seasoned garage hand who knows the answers. For twenty-five years or more, he has been keeping his eye on his customers' electrical equipment and he has driven and serviced almost every known make of car.*

Hardly a day goes by without one particular customer of mine calling me up about his troubles. Yesterday, his dynamo wasn't charging properly; today, one of his headlamps keeps flicking on and off; tomorrow, his battery will probably be flat. Yet he always tries to put matters right himself and, half the time, only succeeds in making things worse. Remember, electrical faults such as these may very likely prove a menace to yourself and to other road users and it's up to you to have your electrical equipment regularly inspected and maintained by experts — for safety's sake.

OLDHAM *The Battery with Power to Spare*

NEW! 12-POINT ROAD SAFETY SERVICE INTRODUCED BY OLDHAM

To prevent accidents due to electrical equipment becoming faulty, garages will now undertake the following 12 routine inspections:

1. Clean battery terminals, top up and test cells.
2. Check all bulbs and renew where necessary.
3. Examine all wiring for loose connections, bad earth returns and frayed leads.
4. Check all contact springs and switches and remove corrosion.
5. Clean head lamp glasses and check dipping mechanism. Check focussing.
6. Check stoplight bulb, wiring and switch.
7. Inspect direction indicators, clean and oil.
8. Check windscreen wipers and clean motor brushes. Lubricate if necessary.
9. Check diaphragm on reed of horn and inspect switch.
10. Examine dynamo, check brushes for wear. Check charging rate, lubricate.
11. Check cut-out and regulator.
12. Check starter brushes, examine connections for corrosion, lubricate.

For safety's sake get your electrical equipment tested NOW!

OLDHAM & SON LTD · DENTON · MANCHESTER · EST. 1865

The 'EXHAUST-ETTE'

For all Cars

This

or

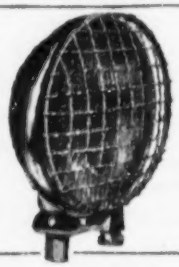
This?

Your service garage will fit while you wait.

Neat . . . smart . . . beautifully finished, and fitted in a moment, the "Exhaust-ette" is a highly polished aluminium casting which deflects all exhaust gases downwards, removing the danger of soot marks on clothes and garage walls. Its perfectly modelled surface is easy to keep clean, and its trim, gleaming smartness provides a perfect finish for any car. When ordering state make and year of car, and outside diameter of exhaust pipe.

PRICE **24/-**

A C.U.D. PRODUCT



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'STONEGUARD'

Adds to the appearance of your fog lamp and gives perfect protection against flying stones, etc. Fitted in a moment. Instantly removable for glass cleaning. Available for Lucas 700S and S.L.R. 700S. Special fitting for Bentley Mark VI, and other types of fog lamp. Please state type when ordering.

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Most popular makes supplied. Examples: Austin 8 and 10, Ford 8 and 10, Morris 8, Standard 8, 9 and 10 ..... **21/-**

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New Midland Radiator Muffs for any make of car supplied. From **42/-**. Quotations per return, state car, horse-power and year. All post 1/3.

Suction Fitting Defroster

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TUDOR CAR HEATER

Ideal for all cars providing radiator is at front of car and there is ½in. space between fan and radiator. Easily fitted. State whether 6 or 12 volt battery. **£5/18/6 Complete.** P.1/6.

JAGROSE FULL CAPACITY CAR BATTERIES

Fully Guaranteed. For regular use of Starter and Lights.

Type	Volts	Amps.	Size in inches	Price
A	6	58	6 7/32 × 6 13/16 × 9¼	63/6
G	6	57	7 11/16 × 6 13/16 × 7¼	70/-
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O	12	58	11 × 6 13/16 × 9¼	130/-

Packing & Carriage 6-v. 9/6. 12-v. 11/6. There is a Jagrose battery to suit every car. Quotations by return. Allowance for your old battery. 6 v. 5/-, 12 v. 10/-.

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250 hour Paraffin fuel. Post 1/-. **23/-**

Junior model 15/-.

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For 240-250 A.C. Mains to charge at 1 amp. Ea. **53/6**

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1-pint bottle 7/9. 1-quart bottle 15/6. P. & P. 1/-. Amount required — 1 pint Glycol to 4 pints water.

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Teddy Fleece throughout. Covered in blue, brown, wine or grey rexine. Very warm and hard wearing. Post 1/3. Each **42/-**

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Exceptionally warm, size 72in. × 60in. Each **52/8**

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1-gall. tin, **68/-**, in customers' own containers **9/-** pint. Post extra.

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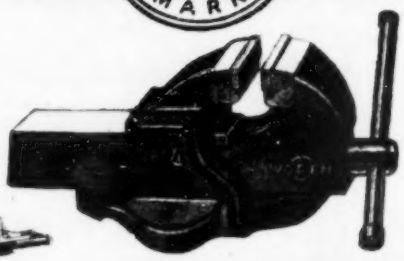

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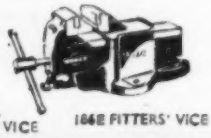

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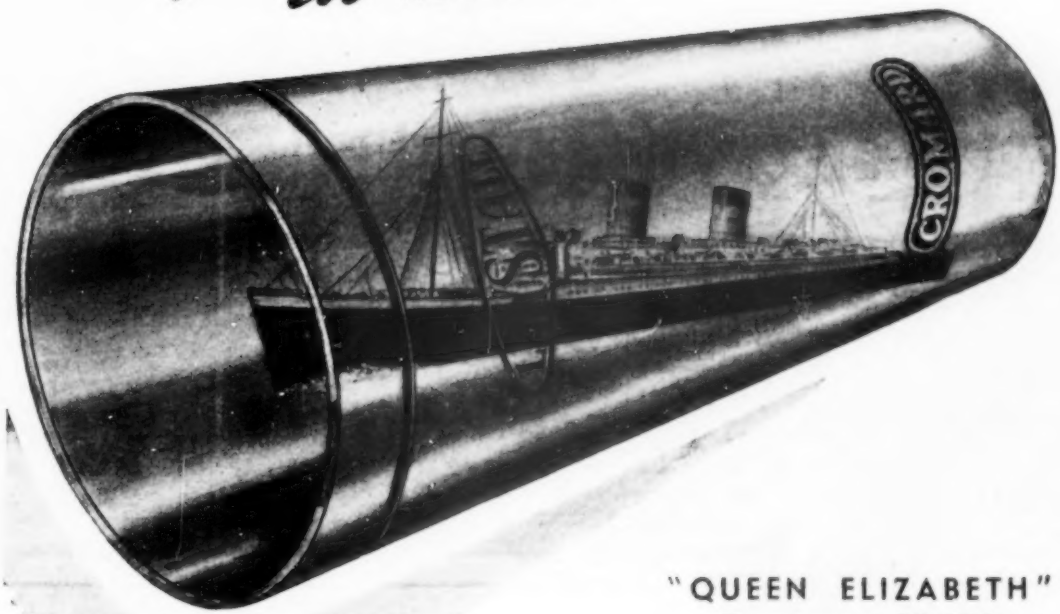
THE STEEL NUT & JOSEPH HAMPTON LIMITED
WODEN WORKS WEDNESBURY PHONE DARLASTON 331

The finest Liners in the World



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Tonnage: 83,673
Length: 1,031 ft.

CROMARD—*the cylinder Liner that uses chromium and defeats wear for 100,000 miles—AND MORE*

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Please send patterns and prices of your "Luxury Look" Covers for my.....Car.....model .....year

Name.....

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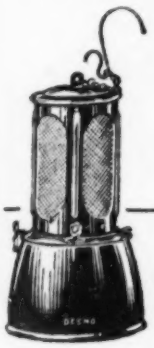

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DESMO HEATERS

DESMO RADILAMP No. 58

A well-designed paraffin Heater which will burn for 250 hours with one filling.
Built on the miner's lamp principle and can therefore be used in close proximity to petrol vapour. Fitted with an outside flame regulator and a double-ended hook for hanging purposes.

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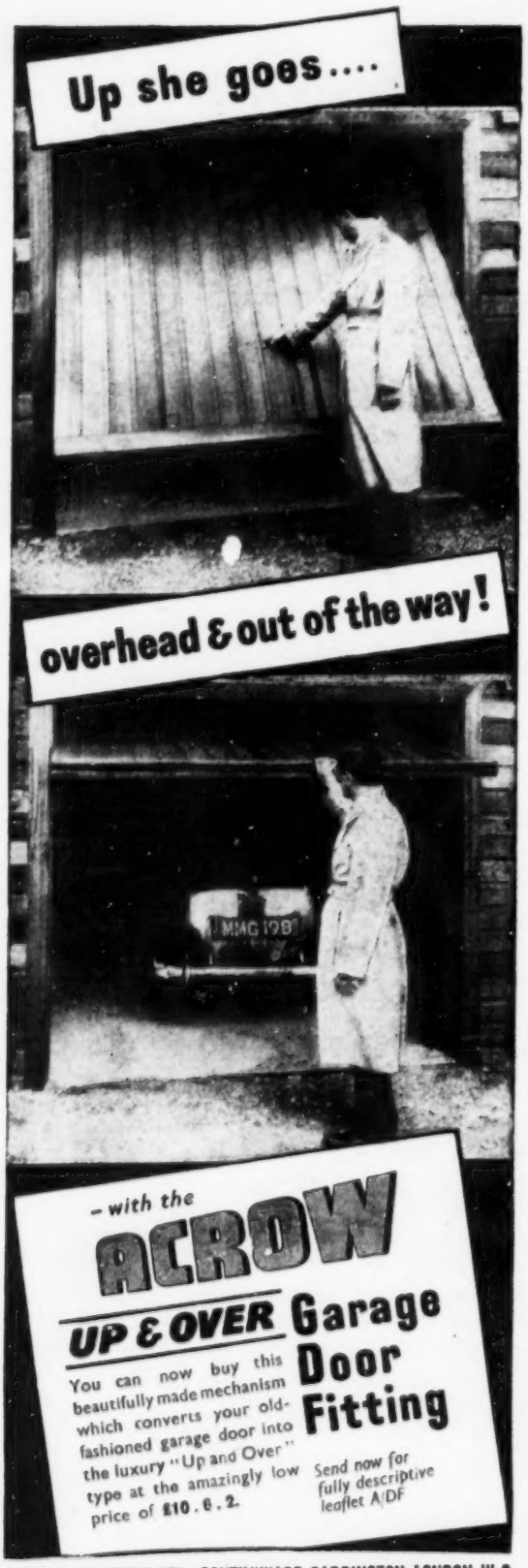

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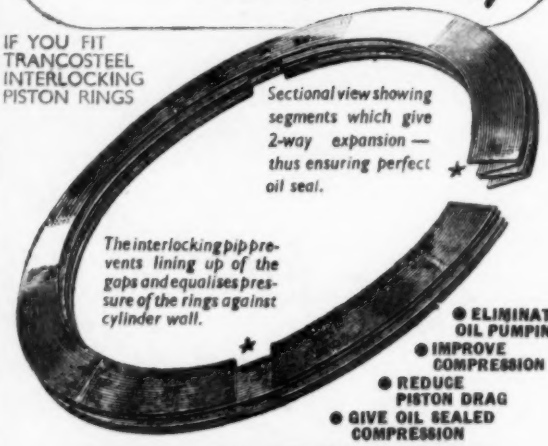
YOU CAN SAVE OIL & BORE WEAR!

IF YOU FIT TRANCOSTEEL INTERLOCKING PISTON RINGS



- ELIMINATE OIL PUMPING
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INTERLOCKING
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Write for Descriptive Leaflet and name of Local Fitting Agent to
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LANE ACCESSORIES
offer
BARGAINS FOR THE MOTORIST

6in. FOGLAMPS

Black, chrome rim, complete with 6 or 12 volt bulb, 57/9 each. State voltage required.

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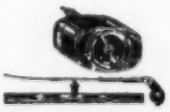
Black, chrome rim. Complete with Pilot Light Bulb and Double Filament, Doubledipping Head Light Bulb, suitable for Fords, Morris, Austin, etc. 57/- each. State voltage required.

D SHAPED CHROME STOP AND TAIL LAMPS, complete with 6 or 12 volt bulbs, 23/- each.

CHROME TWIN STOP LAMP-SETS

comprise 2 lamps, 2 bulbs, 6 or 12 volt, and one Stop Lamp switch, 21/- per set.



ELECTRIC WIND-SCREEN WIPER MOTORS, complete with Arm and Blade, 6 or 12 volt, 56/- each. With Tandem assembly, 76/- each.

CYCLE DYNAMO LIGHTING SETS

Comprising Dynamo, Front and Rear Lamps, complete with bulbs, silver Enamel finish. Price 19/11 each.

EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE.
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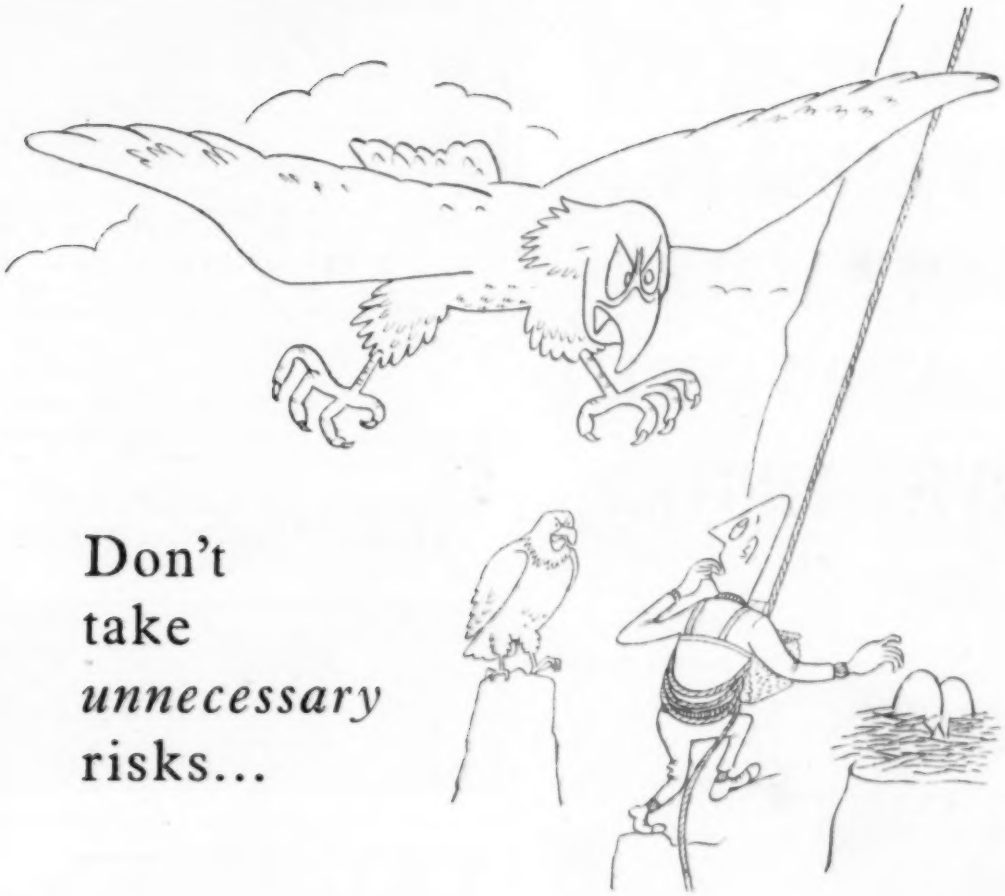

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No doubt about it — many a proposition that looks like a good egg turns out to be a mare's nest; just when we think we've laid hands on something good, the feathers start flying and we finish up with a load on our mind. It's happening every day too — whether you're a carefree climber or a mercenary magnate, it could happen to you — *or* you — or even *you*. Every time you buy small components with a big element of doubt, you're hunting for trouble with a capital T — you will, however, get out of it with a good spring at the right time. And speaking of good springs . . .

WARNING TO MANUFACTURERS: You take unnecessary risks whenever you buy 'cheap' springs of uncertain quality; low initial outlay will never balance the ultimate harm they may do to your product, your prestige and your purse. When you specify "Springs by Salter" you're certain of getting top-flight quality—quality that cuts out risk and guarantees years of highly-efficient, dependable service. Only the best — of materials and workmanship — is good enough for SALTER.

INSIST ON QUALITY

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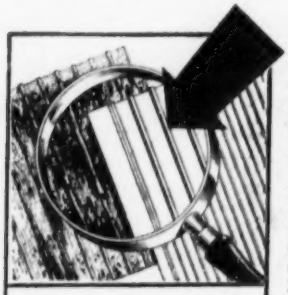
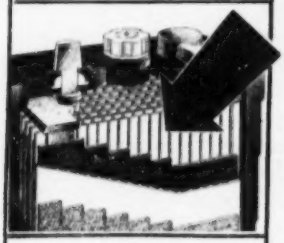
GEO. SALTER & CO. LTD., WEST BROMWICH

DAGENITE BEATS MAIN CAUSE OF MOTOR BATTERY BREAKDOWN WITH SERVICE-PROVED PLASTIC

PORVIC—
indestructible in use!



Until Porvic, wood was the best-known separator material for motor batteries. But, unlike Porvic, this was not indestructible. Diagram shows wood and Porvic after normal use. See how wood disintegrates while Porvic (arrowed) is unscathed.



Porvic in position—separating the positive and negative plates for all their long life.

The life of your motor battery can be no longer than that of its separators—usually the first thing to go. Now Dagenite have solved this problem with Porvic—a microporous separator material that is practically *indestructible in use.*

Porvic was developed for the exacting conditions of the Services' war-time needs. That testing experience, with the knowledge gained from post-war use, shows SERVICE-PROVED Porvic to play a vital part in battery economy. Porvic provides perfect insulation and resists acid attack completely. Porvic separators cannot split or puncture.

USED BY ROLLS-ROYCE

You never could buy a more reliable battery than Dagenite — used by Rolls-Royce and London Transport, fitted on Britain's lifeboats, and chosen by the de Havilland Aircraft Co. Ltd. for their famous Comet Jet-liner. And now, with normal attention, your new Dagenite will give you even more years of faithful service. A Dagenite costs no more than ordinary batteries —and is *guaranteed.* The name is stamped on every genuine Dagenite battery—look for it when you buy.

SEND FOR THIS INFORMATIVE CHART

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DAGENITE
MOTOR BATTERIES

give you a longer run for your money

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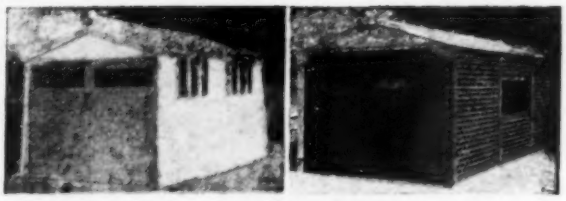

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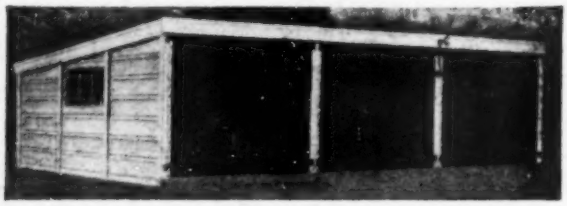

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If your car is not already fitted with "WEFCO" write at once for particulars. They ensure proper functioning. They keep the Springs clean and ensure perfect lubrication. You should fit them at once.

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Makers of Spring Gaiters for over 30 years.

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Always use

ENERGOL

the oiliest oil

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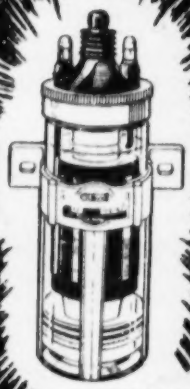

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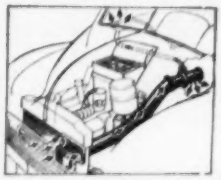

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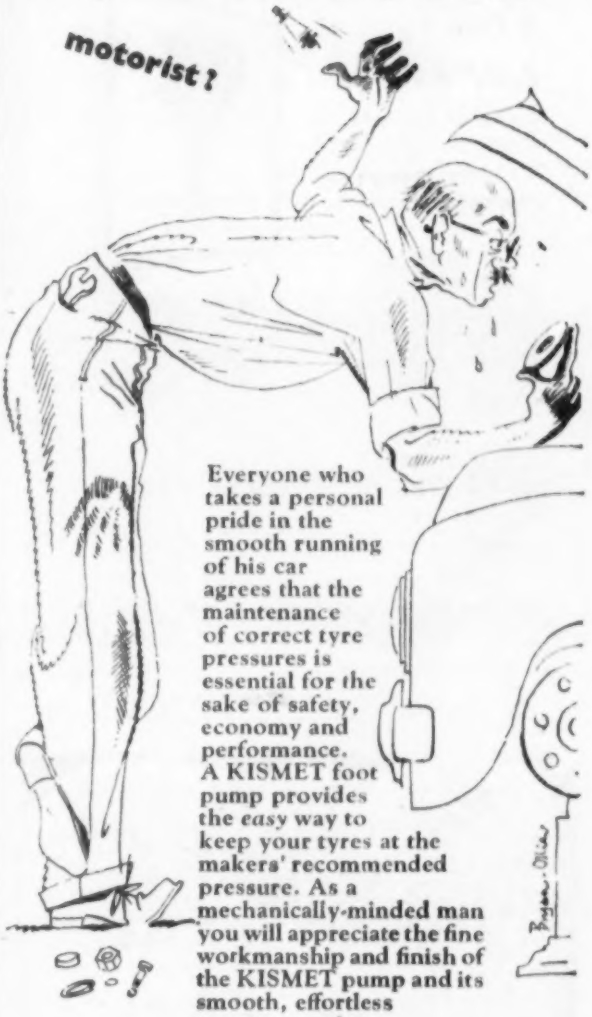

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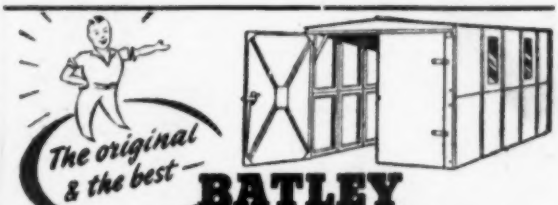

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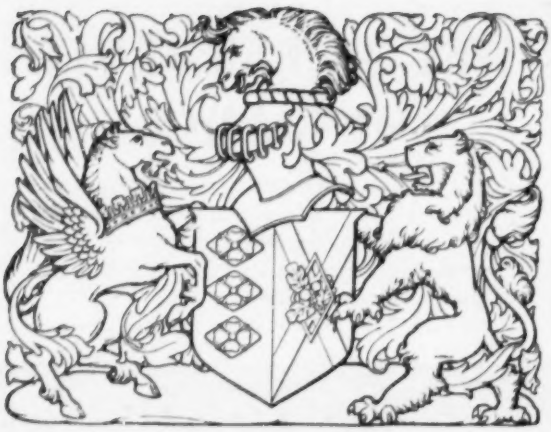

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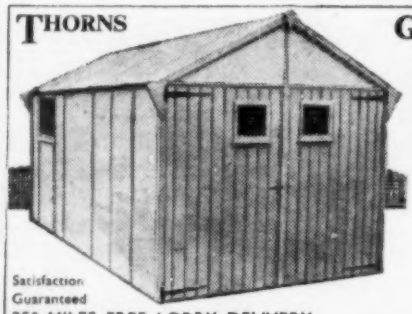

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The Autocar
FOUNDED 1895

No. 2981 *Friday, January 16, 1953* Vol. XCVIII

February Fill-tank

IN another fortnight motorists will be able to fill up with branded fuel, and the event will be marked by the reintroduction of "premium" spirit—the American term for the better-than-regular grade. Obviously, to take full advantage of a better fuel, minor modifications to certain engine settings will be desirable, and the simplest, ignition timing, is dealt with in an article in this issue. But it would be optimistic of motorists to expect that premium spirit will transform every car into which it is poured. There are few that will not evince some improvement, notably in the absence of pinking and that largely post-war phenomenon running-on, but any expectation of Grand Prix performance at halved fuel costs is doomed to disappointment!

In fact, increased m.p.g. will be obtainable only if the driver does not take full advantage of the higher octane rating, which will permit better acceleration and higher speeds, both costly in fuel consumption. Motorists seeking real fuel economy would do well to drive exactly as they do at the moment; they would do better still to seek economy elsewhere. Two cigarettes less a day might make a more appreciable difference.

Whether or not advantage is to be taken of premium grade fuel, everyone will agree on the desirability of its reintroduction. It is desirable technically, politically and economically, and its reappearance is one more reminder that the sounder financial policies of the day spell freedom. None the less, fuel as a whole is much too expensive; for a trading nation to be taxed to the hilt on its transport is folly, and for a race naturally addicted to travel to be circumscribed by high travel costs is poor psychology. If Drake had been faced with current costs per mile it is doubtful if he would have ventured forth so readily; in these days the venturesome spirit is already too much hampered by nationalistic barriers, and high petrol costs make up a further and different hurdle.

Best of All

ON Tuesday next the great winter rally begins, over 400 cars leaving the starting points—Glasgow, Oslo, Stockholm, Munich, Palermo, Monte Carlo and Lisbon—for the 2,000-mile journey at a strictly controlled average speed to the finish at Monte Carlo. The fact that this rally can be unhesitatingly described as the best in the year's calendar should be a challenge to organizers elsewhere. The International Sporting Club of Monte Carlo holds no exclusive rights over any of the features that make up the great adventure which it organizes, yet each year it seems to have comfortably surpassed the achievements of its nearest challengers, who are probably, at the moment, the Dutch, with their admirable Tulip event; the Alpine Trial, which some competitors might be inclined to cite as a rival to the great rallies, is in a category of its own, with its very strenuous day sections interspersed with night halts; unfortunately, the risk level of this particular rally shows signs of rising, and the public reaction has not been favourable in recent years. By contrast, *le Rallye*, which can only be the Monte Carlo Rally, continues to bring enthusiastic householders to the roadside.

By its island nature, Great Britain is handicapped in the organization of international events, and the considerable anti-motoring bias that exists in this country is no help. It requires broad-mindedness and clear thinking to see motor sporting events as methods by which road skill can be improved, and not as an unnecessary risk to participants and others. The entry of police drivers in rallies is an encouraging sign and is to be applauded.

There is a police-manned car in the Monte Carlo event, amongst 114 from this country and over 300 from elsewhere. One of them is bound to win; the rest are bound to provide stiff opposition. To them all the appropriate valediction is that of our neighbours across the Channel: *Bon voyage!*

DANGEROUS DRIVING

WHEN IT IS NATURE.

THE apt remark, originated by that great driver, the late Richard Seaman, that driving a family car on ice at a fair speed was just like driving a Grand Prix car at a very great speed, has become a saying of motoring. It points the moral that in difficult conditions it is not sufficient merely to be careful, although that is essential; it is also necessary to be skilled and experienced in the prevention, or lightning diagnosis and cure, of any sort of a slide. There is no suggestion of advocating wild driving (London Transport has a skid track for its learner bus drivers, and so have the Metropolitan Police). The intention is to suggest how to keep out of ditches and trouble: for it must be recognized that a course at a driving school and the subsequent passing of the test are only an entrance examination to driving.

You are not and never will be a wild driver; but Nature sometimes gives you a wild road.

On a wet road, tyres lose their grip if they are bald and there is no tread pattern to provide an escape for the film of water. Black rubber running on a film of water is so good a bearing surface that it is used for the propeller-shaft bearings of small vessels, and muddy water or wet leaves are even better as lubricants. But if the tyres have a sharp-edged pattern, their grip is still variable with variations in the tyre pressures and road surfaces. This is important and will be returned to later.

It is necessary to know, for a particular car, just how much braking it will stand for a variety of wet surfaces, for a too timid application because the driver dreads a skid, or a series of alternate toboggan rides and coastings, are not the way to stop in emergency. Practice can be gained on a slippery road, with harmless and unobstructed edges, *and with nobody about, pedestrian or vehicle* (better still is virgin snow on some abandoned open space). Whenever such a safe piece of road is encountered, progressively strong braking, starting at only 15 m.p.h., may be tried, until the car slides and possibly the rear wheels skid sideways a little.

It is, fortunately, instinctive to steer into a skid; that is, if the car has pointed suddenly to the right, to steer to the left; but it is also instinctive to over-correct. An over-riding judgment of correct correction must be acquired, with the principle that as you come out of the skid the wheel must be straightened up good and early, for the inexperienced keep the correcting lock on too long, and go into a series of alternate left and right waggles. It is not instinctive to release the brakes, and the necessity of ceasing, or lessening, braking must be fixed in the mind. The spectacle (on icy days) of the fellow in front sliding, sliding onwards with his stop light burning brightly until finally, still sliding and still braking, he enters the hedge, is not an uncommon one on our roads.

Tobogganing

There is nothing very alarming or dangerous about a very little tobogganing, and a very little skid, on an absolutely clear road. When it becomes so easy to deal with as to be second nature, such little exploratory ventures may be tried at progressively higher speed, as high as 30 m.p.h. Even the most cautious *do* cruise at 30 on most roads, and can, therefore, skid accidentally at that speed.

When braking on a slippery road, if all the wheels of a tail-heavy car lock, the tail tends to swing round and catch up with the front end, and a tail skid may also be produced by a high, short car which, under braking, naturally transfers weight to the front axle; the front wheels grip and the lightened rear wheels lock. A normally nose-heavy car (many of the latest designs are nose-heavy) tends to run straight if all the wheels lock, the reasons being far too involved for discussion here. It is interesting to note that a car with front brakes only, the rear brakes being out of action, will usually slide forward in a straight line under heavy braking.

Skilled drivers often stop a car on ice by a lightning series of dabs at the brake, so that the wheels never quite get a chance to lock. In the last resort, when the brakes prove to be useless, it may prove effective to make a rapid series of changes down through the gears, each being made at a

By . . . . JOHN DAVEY

NOT YOU, WHO IS ACTING DANGEROUSLY

road speed which can just be met by the available engine revs. Perfect mastery of the gear box is, of course, essential, especially of the often difficult change down into first. These advanced techniques work in practice. The writer recalls breakfasting at a Continental hotel with the eyes sorting out the lurid headlines of the morning paper, recording iced cobbles, ditched motorists, abandoned bus services and general catastrophe: the ears listening for the punctual arrival of a colleague in the glassy street below, from a neighbouring country. The new arrival duly missed the headlines and made the bacon, eggs and coffee; appetite had sharpened skill!

A skid on a corner may take one of three forms: a slide outwards of the rear wheels only; forward sliding of the front wheels, which fail to turn the car; and a sliding bodily sideways, with all four wheels losing grip. The risk of any sort of slide is greatly aggravated if the camber is misused. A left-hand bend with a pronounced camber and slippery surface may be driven round in quite a tight turn, with the wheels never far off the edge of the road, using the camber as banking all the way round. If it is desired to turn less steeply, and the bend is an open one, it is permissible to start the turn from the centre of the road and top of the camber, turning most sharply as you cut across the inside and get the benefit of the camber, and never going past the middle of the road and the camber in coming out of the bend. Do not, on treacherous roads, cross over the camber. Come out of the turn with a good width of road to spare, tightly in hand. But remember that, in such conditions, other traffic may upset all your finesse; be ready for it.

A right-hand bend is driven round carefully on any wet day, and even more so when there is ice or snow.

The gentlest possible acceleration and braking are used on all very slippery roads, but besides being gentle, they must be used at the right times. Braking and closing the throttle are completed before a corner and before meeting another car, so that while negotiating the actual hazard the throttle has been reopened to the point where the engine speed matches car speed and the car is neither accelerating nor slowing, its most stable condition. On icy corners, many cars have a better balance when gently accelerating in top, but in any car, even if it *is* felt that it is still going rather fast when the corner is reached, the brakes are best not used on the actual corner.

In a similar way, one should not be accelerating or decelerating when meeting another vehicle, and one should not be accelerating when passing another car, but should drop back, gain speed. and then cruise past smoothly. Some experienced drivers prefer to be slowing down from the highest speed reached during the actual period of overtaking —overtaking on the overrun, as it were.

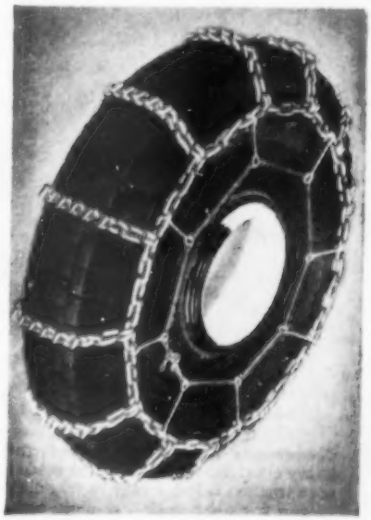
The orthodox way of correcting a front-wheel skid is to straighten the front wheels again until they grip and then recommence the turn, a thing which can be successfully done only if there is lightning reaction on the part of the driver—and some spare road. This kind of skid is much more difficult to deal with than a rear-wheel skid, where the instinctive natural reaction to straighten the car by steering into the skid is correct. It goes against nature, when one finds that one's front wheels are not turning the car sufficiently or at all, to steer less and not more. We are all masters of the rear wag, but few of us can deal with a front-wheel skid.

If the foregoing technique fails to correct a front-wheel skid, the last resort is the somewhat drastic one of virtually turning it into a rear-wheel skid by accelerating (but not too much). This is an aspect of the fact that a car is steered at both ends by its driver; at the front by means of the steering wheel, and at the rear by acceleration or deceleration. Such a correction of a front-wheel skid is best understood when it is spoken of colloquially as "poking the tail round." It is not practicable to practice this operation on a public road: an abandoned airfield, at least, is required! But the writer has seen it done, successfully, by a quick-thinking driver who had never before performed the operation but had familiarity in thought and theory with correct procedure. A thing constantly dealt with in imagination may come out correctly and automatically from the subconscious in an emergency.

Again, he has seen the road ahead suddenly blocked by an accident and a car stopping with a suddenness unknown to dry road braking, this on frozen snow. The following car slid towards the accident with little diminution of its moderate speed and was saved by its driver deliberately skidding it sideways, an operation he had hitherto known only in theory. Travelling sideways, the car stopped with a lurch and a skitter of snow. Ambitious . . . but he stayed out of the accident. I have seen a car starting to run away on a snow-covered hill, and saved by this same manœuvre.

So there is no harm in knowing it in theory, and saving it for a desperate resort. It can be done from the side of the road, steering the car towards the centre, braking sharply so that the slight turn is converted into a right-angle turn, which is then checked by steering into the skid and, if possible, holding the car to sideways travel. A more efficient though more difficult way is to lock over the steering and declutch, swinging the tail round by using the hand brake only, all these actions being simultaneous. In any emergency, a good driver will, if possible, drive clean off the road to avoid striking human beings (but not an animal), or a car travelling in the opposite direction. He may never have done so before, but by thought he has conquered the blind, unreasoning instinct to stick to the road at all costs, first acquired in "L" days; judgment can override instinct to advantage at times.

Ideally, when there is ice about one would dismount and prospect a descent on foot, but if caught by surprise when crawling down a hill by sudden ice and a sudden gathering



Although a great deal of assistance can be derived from the careful distribution of weight or running on deflated tyres, conditions may be such that the use of chains is necessary.

DANGEROUS DRIVING . . . . . *continued*

of speed it is better to bump the bank and use it as a brake, risking damage to the side of the car and even overturning, than it is to toboggan to the bottom and reach a sharp corner at high speed. If the road is straight at the bottom of the hill, however, it may be better to run away and lose speed as best one can when one gets to the bottom.

When ice and snow descend on cities it is not always possible for drivers to keep the respectful intervals between vehicles which would be maintained in the country, and all too often a rash pedestrian causes the leader to stop on the only grippable patch of road for miles; something resembling shunting in a railway siding results. Even in this rather uncontrollable situation it is possible for a good driver to save his car. The principle is, as the best possible braking proves insufficient, to strike the car in front fair and square on the bumpers. A corner-to-corner collision is far more damaging, and leaves your own car half sideways and twice as vulnerable to the car behind. In a pile-up of seven vehicles, in London, it was observed that the only one damaged was the only one at an angle to the "crash."

Fore and Aft Balance

Apart from good tyres and evenly adjusted brakes, no precaution is of more value on treacherous roads than a proper balance between front and rear of a car. Modern improvements in steering, suspension and tyres have made cars more tolerant of unbalance than they used to be, on good roads, but they are just as susceptible as ever in bad conditions to having most of the passenger weight on one side, or a very heavy tail load. The enormous luggage locker of some cars is a sad temptation, but excess luggage should be moved forward to the rear compartment. Some older cars were tail-heavy, and many modern cars are nose-heavy, which makes them far more prone to get stuck for lack of wheel grip on mud, snow or ice. As far as grip for forward propulsion is concerned, if that is the difficulty of the moment, a car should (like a trials special) be as tail heavy as possible. If a car is unable to get through a bad patch of snow, even when it is charged at speed, it may succeed if passengers stand on the rear bumper.

But for the avoiding of sideways skidding, or its safe correction, the best possible weight balance between front and rear should be achieved, and tyres can provide further adjustment. A soft tyre provides more grip on greasy roads and snow than a hard one, this being more marked with the high pressure types of tyres than low pressure types. A difference in pressures between front and rear makes a useful contribution and a still greater difference can be introduced with a pair of tyres with a very marked tread and lots of those little slicings, looking like rows of little knife cuts, which are called "stop notches." A pair of such tyres, at the rear of a very tail-heavy car, can revolutionize its behaviour on greasy roads.

Occasionally circumstances make further progress impossible! Every effort, however, should be made to keep on the move as, once traction is lost, it may be very difficult to restart, particularly in deep snow.

Judgment of Balance

How can an owner tell about balance, into which suspension and other factors enter a great deal? One answer is rather harsh; he will soon find out how his car behaves, and he may discover the way to control it, when he does have an involuntary slide. Without that happening, however, it is possible for a skilled driver to judge the balance of a car, on a dry day, and to form a fairly good idea of how the car is likely to skid and how he would probably correct the skid.

Practice makes perfect, and an owner who does not wish, or cannot bring himself, to experiment on a wet road with the handling qualities of his car, and the improvement of his skill, should not lose the opportunity of driving on snow, locally but extensively. At the most modest and safe speeds the car will slither, and correction can be learnt. Indeed, it is possible to make an absurdly unlikely car do a real Grand Prix drift on a snowy corner, at an extraordinarily low speed. But such tricks, and *fast* driving in difficult conditions, were not the object of this article. Caution and moderate speeds are the thing, and we have been concerned with the hundredth occasion when these are not enough. A very unpleasant occasion, too.

It is worth noting that, when there is snow on the ground, and it is not too thick, the virgin snow of the byways is safer and easier than the compressed and slippery snow of a more frequented road which has, anyway, more traffic. In one locality, when the main road hill was impassable or closed to traffic, it used to be the custom of the knowing to go round by the old and neglected coach road, fallen to the status of a lane.

Unseen Dangers

You can see snow. But dry ice can be invisible and wet ice indistinguishable from ordinary wetness. Especially at night, wet roads change to frozen roads in a short period or a short distance. Even if they have neglected to test the surface at intervals by an exploratory dab on the brakes, experienced drivers are usually warned that they are running on ice by an almost indefinable feeling of floating, as if the car had become a boat and the steering wheel a tiller; this without a definite skid taking place. Time and again this feeling, or instinct, will be of great value, and it is indeed worth cultivating. Again, the squish of tyres on water may suddenly cease. One cannot but be impressed when a car, proceeding on an absolutely undeviating way, slows down while its driver murmurs, "Don't look now, old man, but we are on ice." (There is a most dangerous period when the water on a road is not yet ice, but at a half-way stage.)

Equally impressive when riding with a very skilled driver, is the feeling that he expects the car to slide at a certain point on a corner, that he knows just how it will slide, just what he is going to do about it, and that he has earmarked the bit of road he has spared for that purpose. Terrifying rather than impressive is the racing driver, who has such a horror of an involuntary slide that he puts the car into a deliberate one right from the start. He habitually uses, on the track, four-wheel steering!

Well, there it is. By hinting that the ordinary motorist should learn to skid one may well have offended "Paterfamilias," "Twenty Years Without Skidding," and P.C. Smith. The time to learn to swim, these cautious people may say, is when your canoe capsizes and not before. One looks forward to the letters.

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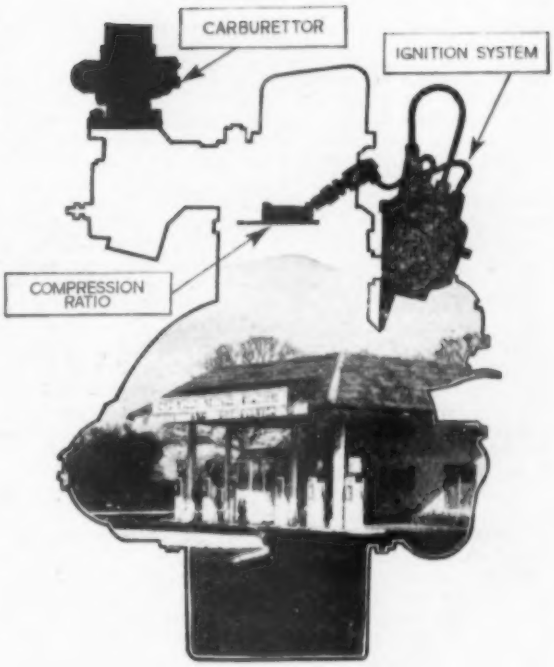
The quick answer to questions on how to get the best out of the new fuels is, "Advance the ignition." Though this may give some improvement, the compression ratio and carburettor settings have to be considered in conjunction with the ignition setting.



THE BENEFITS TO BE OBTAINED FROM THE NEW FUELS ARE BY NO MEANS AUTOMATIC IRRESPECTIVE OF THE TYPE OF ENGINE

By
JOHN
RABSON

FEBRUARY FUEL

ON February 1, fuel of better than 80 octane rating will be available. At once there is the thought that all our troubles are over—no pinking, easier starting, more power, a smoother engine, and, above all, more miles per gallon. Just pay your extra pence and pour in the new fuel. Unfortunately, it is not quite so simple as might perhaps be imagined, and although in some, if not all cases, a simple changeover from one fuel to the other, with no modifications or adjustments to the engine, will produce *some* improvement, this order of advantage alone may not be of sufficient magnitude to offset the increase in the price paid for the fuel.

First of all, if for purposes of argument the price of fuel is considered as 51d per gallon for the regular grade and 54d for the premium grade, in terms of percentage this means that the new fuel will, for a given number of gallons, increase the fuel bill by approximately 6 per cent. To make the use of the improved fuel worth while, this 6 per cent increase in cost must be offset by some increase in performance, reduction in fuel consumption, or less maintenance—such as fewer "de-cokes."

Before he lays out a new engine a designer must know the type of fuel that will be available for it to run on, as this governs the whole top layout of the unit, perhaps the most important single item being the combustion chamber shape, together with the compression ratio. It is no use employing a compression ratio that is too high—that is, one well above the highest useful compression ratio for the fuel concerned. Yet if a relatively low compression ratio engine is fed with a high grade fuel it will not produce the optimum result, because it will not be running on a ratio as high as it could be; in other words, not on its most efficient ratio. Of course, this is only one consideration, and engine design is, like most things connected with engineering, very much a compromise. For example, cars these days are designed for world markets and it is therefore necessary to design an engine that can be modified to suit the different fuel supplies that are available throughout the world; or, alternatively, to compromise and go part of the way towards designing an engine for the high grade fuel, yet still enabling it to be operated on the low grade fuel, perhaps at the expense of a certain amount of pinking. For some of the less expensive types of cars it is often the manufacturer's policy to design engines to run satisfactorily on the second grade of fuel.

Spark Timing

It is not proposed to discuss which of these methods should be adopted, as this is very much a matter that can be considered only in relation to the output of a given company, and not in relation to the industry as a whole. On the other hand, it is proposed to consider what can be done to a number of cars to improve their overall performance when running on a fuel of higher octane rating than the present British Pool. The quick answer to questions on what to do in order to get the best out of the February fuel is, "Advance the ignition." Now although this may give *some* improvemen in *some* engines, it is by no manner of means the complete story. The ignition advance curve may require modifying, the compression ratio may be capable of being raised, the carburettor may require re-tuning, and so on.

One of the things a very large number of owners will be tempted to do if they change over to a relatively high-octane fuel is over-advance the ignition. This must be very strongly guarded against and to clarify the position it is advantageous to emphasize how the original ignition settings are arrived at and why there is no advantage—and in fact every disadvantage—in advancing it too much.

The whole object of having a variable setting for the

ignition such as an automatic advance arrangement is to ensure that the mixture is ignited at the optimum point over the whole of the operating speed range. It is the expansion of the ignited mixture that pushes down the piston on the firing stroke; consequently, to get the most out of the engine at a given speed the maximum amount of energy produced during the expansion of the gases must be transformed into rotary motion by means of the piston and connecting rod. Obviously, if the piston is half-way down its travel on the firing stroke before the mixture is ignited, not only will the charge be decompressed, but also the resulting expansion of the gases can be utilized only during the remaining part of the firing stroke. Considering the other extreme, if the ignition is timed so that the mixture is ignited too early—for argument's sake, half-way up the compression stroke—the gas pressure will tend to make the engine turn backwards, as any driver will have learned who has tried to start an engine by the handle when the ignition has been advanced too much.

Time to Burn

Between these two extremes lies the optimum position, but it must be realized that after the spark has ignited the mixture, there is an element of time while the flame spreads throughout the compressed mixture. There are several factors which vary the split-second time required for this process to take place, and therefore, adjustment of the ignition is necessary with variation in engine speed, which, of course, affects the time interval between the correct positioning of the piston and the spark. For this purpose a variable ignition control is necessary.

When a new engine is being developed on a test bed it is quite usual to set up a distributor that is manually controlled and ungoverned by centrifugal or other types of advance mechanisms. The engine is then run at varying speeds throughout its operating range and the ignition set at each speed to give maximum power. The degree of advance, usually expressed in degrees before top dead centre or, by some people, in distributor degrees (which are one half of the figure expressed in crankshaft degrees) is then plotted and the advance curve for the engine is determined. For this setting the main consideration is maximum power, and on some fuels the degree of ignition advance required at certain throttle positions may produce pinking. Therefore, another curve is plotted showing the advance that produces optimum power, yet keeps the ignition timing below or on the border-line pinking range. From these curves it is possible to design a distributor mechanism to produce the desired ignition curve automatically, or at least a close approximation to it. This is done by means of centrifugal balance weights working in conjunction with springs, and in some engines a further modification is provided by a mechanism operated by the degree of depression present at any given moment in the inlet manifold.

Overdoing It

Now if the octane rating (or anti-knock value) of the fuel is increased without at the same time increasing the compression ratio, it is often possible to advance the ignition well beyond the point which produces optimum power, without producing pinking. On the other hand, the power output will be reduced if the ignition is over-advanced, and in some cases high-speed misfiring may be apparent; starting and tick-over may also be erratic. With an engine running on Pool fuel with a suitable compression ratio, a normal practical method of timing the ignition, once the distributor curve has been settled, is to advance the ignition until it is just in the pinking range, and then to retard it slightly. However, if a higher octane rating fuel is used, and no other modifications to the engine are made, such as raising the compression ratio, this method of setting the ignition timing cannot be used, as the engine will not pink.

Whilst on some engines it is possible to raise the compression ratio by modifying either the cylinder head or the pistons, or even, in some cases, by the use of a different gasket, it would be very unwise to undertake this type of tuning without first considering the manufacturers' recommendations. For example, with some shapes of combustion chamber the removal of a quite considerable amount of metal from the cylinder head joint face may not raise the compression ratio by any considerable amount; yet it may leave the head very thin between the water passages and the joint face, and alter the shape of the combustion chamber. This could result in troubles developing.

Suiting the Type

All these problems have been receiving the attention of manufacturers for some considerable time, and it would seem that in this matter cars at present in service can be divided into three categories. First, with the economy car where cost is the first consideration, it may not be found advantageous to change over to the more expensive fuel. Secondly, there is the type of car that will produce an improvement in performance without the need for anything except minor adjustment, because its compression ratio is already fairly high for Pool fuel—and consequently the ignition setting is, at the moment, well below the optimum in order to eliminate pinking. With the third group of cars, of the highest performance characteristics in relation to engine size, considerable benefits may be possible provided that the necessary modifications are made. For this purpose the manufacturers provide tuning kits to enable the compression ratio to be raised and other tuning modifications carried out; examples have been described in *The Autocar* (M.G., Jaguar, for example).

With these important factors in mind *The Autocar* intends to carry out tests on a number of current cars, first in standard tune running on Pool fuel, and afterwards modified to manufacturers' recommendations to suit the new fuel shortly available. Fuel consumption tests and an abbreviated form of performance test will be carried out so that a clear balance sheet can be drawn up to satisfy the user that he is not paying more money for his fuel without gaining any real benefit. The general "feel" of the cars will also be commented upon and practical tuning methods discussed.

"But it went all right on Pool."

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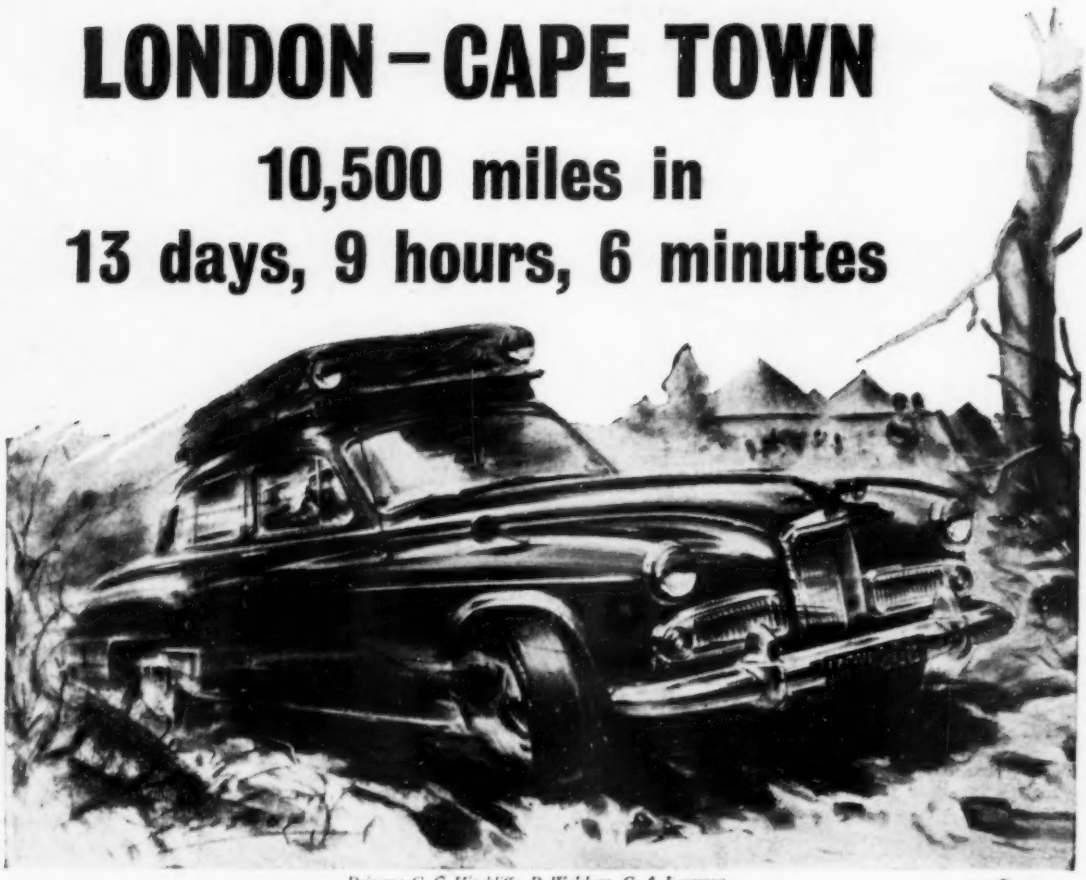

Drivers: G. C. Hinchliffe, R. Walshaw, C. A. Longman.

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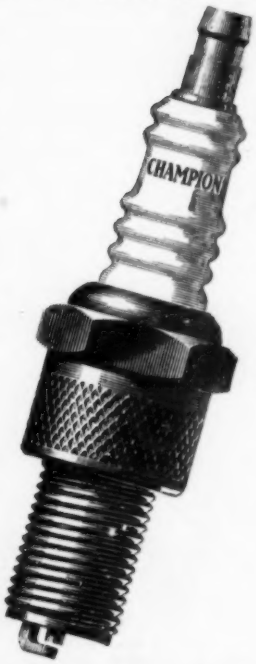


BE A CHAMPION DRIVER – USE THE PLUGS CHAMPIONS USE!

NEWS and VIEWS

U.S. Prices Fall

A WORLD-WIDE fall in car prices continues. Reductions in England, France and Germany are now joined by lower prices from Detroit. Buicks are down by from £4 to £48 and the Chevrolet by up to £14.

The Price of Premium

EARLY this week the Shell company, quickly followed by others, gave the lead in premium petrol price by announcing that it would (as expected) cost 3d a gallon more than the present Pool. During the remainder of this month all the appropriately marked pumps will be filled with premium fuel and sealed until midnight on January 31. Only Pool will be sold until then—from the pumps reserved for second grade fuel.

After February 1, the Pool pumps will be filled with branded second grade fuel as and when the Pool is finished.

Exide Innovation

A NEW series of Exide batteries, known as the Silver Exide, is replacing practically the whole range of standard Exide car batteries. They contain a new and practically indestructible separator material called Porvic. This is a pliable plastic of such a nature that it makes internal short-circuits very nearly impossible.

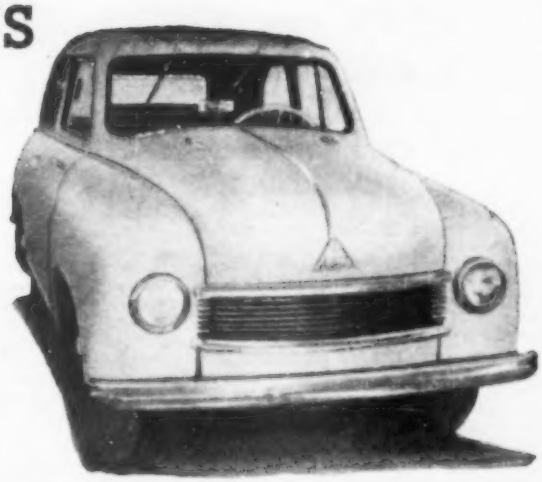
The Porvic cannot shrink or split and permits all-dry assembly of new batteries,

An example of the new Silver Exide batteries which have a new type of separator. They are replacing the existing range without any changes in price.

and subsequent dry storing for an indefinite period.

The specific gravity of the electrolyte used with Porvic separators is 1.270—1.285 for the fully charged condition, the correct filling-in specific gravity is 1.260. Previously, this was 1.350 to allow for the moisture in conventional wood separators.

Exide batteries are made by Chloride Batteries, Ltd., of Clifton Junction, Manchester, and the new development does not affect prices.



The Lloyd saloon, Germany's smallest economy car, now has an improved front end with larger bonnet opening and cleaner lines. The bodywork is made mainly from plywood panels covered with fabric.

A LARGER LLOYD

THE producers of the Lloyd, Germany's smallest car, have now begun manufacture of a larger type with an engine of 400 c.c. Both this and the 300 c.c. version are air-cooled parallel twin two-strokes. The new model carries an estate-car type of body with a pressed-steel nose and plywood side panels, seating six. An open pick-up is also available.

The smaller car, which has a surprising performance for its diminutive size, is continued in saloon and estate-car form. The external appearance has recently been tidied up considerably and riding qualities have been improved by adding piston-type hydraulic spring dampers all round. Prices range from the equivalent of £310 upwards. The smaller car has a maximum speed of 45 m.p.h. and a petrol consumption in excess of 60 m.p.g.

Mercedes Denial

THE Daimler-Benz company deny all rumours about the alleged plan to market a novel light car and state that they will not introduce any changes in their current models next spring. The well-known Mercedes models 170, 220 and 300 will continue in their present form. It is added that "development work will continue"—which may mean nothing or anything.

Stand and Deliver

A NEW form of hold-up by force is being employed without authorization in the New Forest, and a special committee has been set up to free the roads from this menace. It appears that visitors feeding the famous ponies have not only encouraged them on to the roads, but that some ponies deliberately stop cars by blocking the way in the hope of tasty loot.

The appeal for people not to encourage the animals is a serious one, however, for the safety of the ponies as well as human road users.

Singer Prices Down

AT the annual meeting of the Singer company it was announced that prices were reduced and that the Roadster (with the 1½-litre engine) was now available for home delivery. Previously it had been made only for export.

The new price of the SM1500 saloon is £702 19s 4d, totalling £1,095 with tax. When fitted with the two-carburettor engine the total is the same as the previous price of the standard model—£1,129 5s 6d including tax of £404 5s 6d. The price of the Roadster is £810 including £290 5s purchase tax.

The Roadster with the Nine engine is no longer made.

About Helicopters

IT seems that helicopters will shortly be well established as a form of "local" transport, and Londoners particularly are likely to see a good deal of them in the future. Next Friday, January 23, *The Autocar's* associated journal, *Flight*, will publish a special number on this subject, which will include cut-away illustrations and articles on all aspects of helicopter design and operation.

Silver City Prices

INDIRECTLY assisted, no doubt, by what motorists consider to be unreasonably high charges for taking their cars to the Continent by sea, the Silver City air ferry goes from strength to strength—and their prices fall accordingly. With effect from April 1, prices on the Lympne-Le Touquet route (single fares) will be as shown in the following table. Prices for 1952 are given for comparison.

Overall length up to:	1953 £ s	1952 £
12ft 6in	7 10	16
13ft 6in	10 0	16
14ft 6in	12 10	20
15ft 6in	15 0	20
16ft 6in	17 10	24
Over 16ft 6in	20 0	24

The fares are £3 more in each case on the Southampton-Cherbourg and Lympne-Ostend routes. Bearing in mind that these fares include full insurance (whereas sea fares are increased by about one third for "company's risk") the comparison is very favourable.

NEWS and VIEWS

— continued —

NEW CARAVANS AND CARAVAN CONSTRUCTION

AN agreement has now been reached between Montrose Caravan Distributors, Ltd., of Stockport Road, Cheadle, Cheshire, and the manufacturers of Raven caravans, whereby the Montrose company become the sole distributors. Coincident with the announcement of the agreement comes news of an entirely new model designed by the distributors and built of a new and unusual material developed by the manufacturers. It is a 22ft model called the Montrose Castle, priced at £595.

The material used in the Castle is glue-impregnated corrugated cardboard sandwiched between hardboard panels, and it is remarkably strong. The cardboard is laid in sheets and suitably cut in slices so that it can be laid on edge between the hardboard panels for maximum strength.

The complete panels have a number of advantages in lightness, insulation and strength, and, being absolutely flat and stiff, they have no tendency to that waviness frequently seen on aluminium surfaces because of temperature changes. Production can also be simplified because a "pre-fab" system of assembly can be used.

The Castle is well planned, with a kitchen at one end and dinette at the other. Opening sideways from the main compartment is a big drop-down section which has windows in its sides and holds a double bed without taking up floor space. During the daytime the bed can be simply converted into a settee, with the bedding stowed behind it, still without taking up any of a caravan's most precious commodity, floor space.

While recently exhibiting the new Raven-built Castle, the Montrose company introduced two other new models: The Regal, another 22ft caravan, also priced at £595, and a light touring van called the Robin which costs £175. The Robin has two double beds and is of simple single-skin construction. It is only 12ft long and should prove very useful for general holiday and "seaside cottage" purposes.

Inside the Montrose Castle the drop-down extension holds this settee without taking up any floor space. At night the back can be lowered to make a double bed.

The new Montrose Castle has a drop-down section, with windows, of a really useful size. A new material is used in its construction which provides a very smooth exterior free from undulation in the panels.

The Robin is a new touring caravan of single-skin construction. It is 12ft long, accommodates four people, and costs £175.

Alperson Prices Down

FROM Alperson Products, Ltd., caravan manufacturers, comes news of price reductions. The Sprite Mark II, a 12ft van, is £210 in tempered masonite or £225 in aluminium with Fibreglass insulation. The Sprite Major Mark II costs £299 or £319 according to the material used in the shell. Purchase tax is 7s 6d extra per caravan. The basic prices were previously £230 for the Sprite and £320 for the Sprite Major. Metal windows are available at extra cost on both models.

Guernsey Lifts Ban

RESTRICTIONS on the export to Britain of cars manufactured after January 1, 1946, which arrived in Guernsey before April 19, 1950, have now been lifted.

Simca Price Cut

A REDUCTION of about £37 to (£675) has been made in the price of the Simca Aronde. It will remain in force only until March 31, being aimed to keep production going during the off-season months. The company is also introducing an austerity version for about £630, with less ornamentation and fewer accessories.

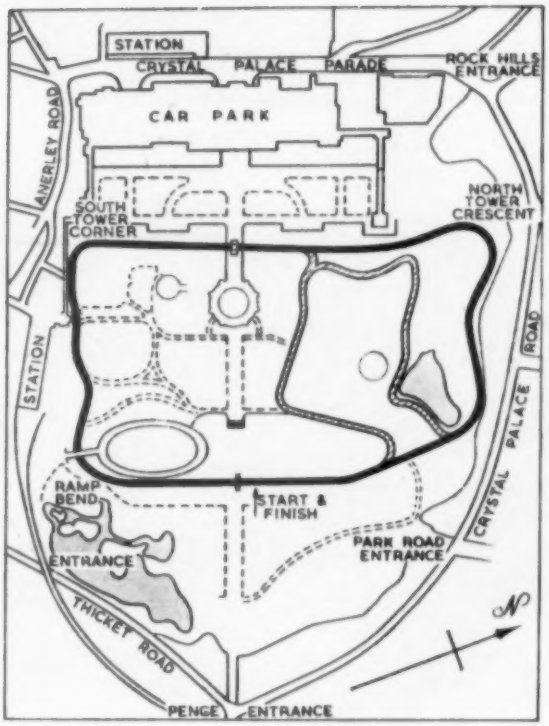
Ice-resisting Roads

SOME success is reported in the experimental anti-ice and anti-snow road surface in Germany. About half a mile of road was treated with a chemical solution called EC-999, developed by Wilhelm Rademacher, and the Ministry of Transport of Schleswig-Holstein says that it has remained free of ice and snow at temperatures below freezing point.

The method was shown to be practicable during the heavy December snowfalls, but a stronger solution was necessary for even lower temperatures. The tests will continue and it is hoped that a busy stretch of autobahn and an airfield landing strip will soon be impregnated.

RESTORING THE PALACE

FAMOUS SOUTH LONDON RACING CIRCUIT TO BE USED AGAIN IN 1953



Elimination of the twisty "in-field" will result in a speeding-up of the Crystal Palace circuit in spite of the shortening of the lap distance. Cars will run in a clockwise direction.

NOW the die is cast, and the remains of the Crystal Palace will once more resound to the roar of racing car exhausts! Before the war, the small circuit in the grounds of the Palace was the scene of many thrilling struggles; in those days the era of 500 c.c. racing had not begun, and races were run for all types of car, including the full Grand Prix variety. Alfa Romeo, Mercedes-Benz, Bugatti; E.R.A., Alta and supercharged Austin; they all appeared to do battle and all achieved their successes.

Recently, the complete property has been acquired by the London County Council, and that body has decided to reopen the circuit for car and motor cycle racing. After a considerable amount of investigation and consultation with the R.A.C., the A.C.U. and other responsible bodies, it was decided to shorten the existing circuit by cutting out the central loop entirely. Although this will reduce the lap distance to something in the order of 1.3 miles, it will also permit considerably higher lap speeds than the old record of just over 60 m.p.h. to be attained. In particular, it will mean that the velocity of the cars across the finishing line will be very much higher than hitherto, and as the approach to this contains a gradual bend the spectacular value of the modified circuit will undoubtedly be enhanced.

In June of last year a test was carried out with the co-operation of members of the Half-Litre Club, who drove formula 3 cars round the existing circuit while noise measurement tests were carried out in the vicinity. As a result, it was decided that the noise level was unlikely to be sufficiently high to be a nuisance to local residents. A conference has been called between representatives of the R.A.C., the A.C.U., the L.C.C., the B.A.R.C. and the Half-Litre Club to decide the actual form which the racing will take, and to fix suitable dates; it is hoped to hold six meetings during the coming season, three for cars and the remainder for motor cycles.

The L.C.C. will manage the circuit, but will delegate the task of organizing the actual racing to one or other of the recognized clubs with suitable experience. It is hoped that the first car race meeting may be at about Whitsuntide; it will probably be for formular 3 cars, and it is hoped later in the season to run a meeting including at least one formula 2 event.

Work has already commenced on the task of preparing the circuit; the new cut through involves a certain amount of levelling off and banking up, and this portion of the circuit will possess at one point a downward gradient of 1 in 8. As the coming season will be in the nature of a trial run, at the end of which the position will be reviewed, it is not proposed for the present to construct many permanent installations. Temporary grandstands will be constructed, and the rise of the ground in several places will be terraced to provide natural grandstands. There are certainly many vantage points from which an excellent view of the racing will be obtained.

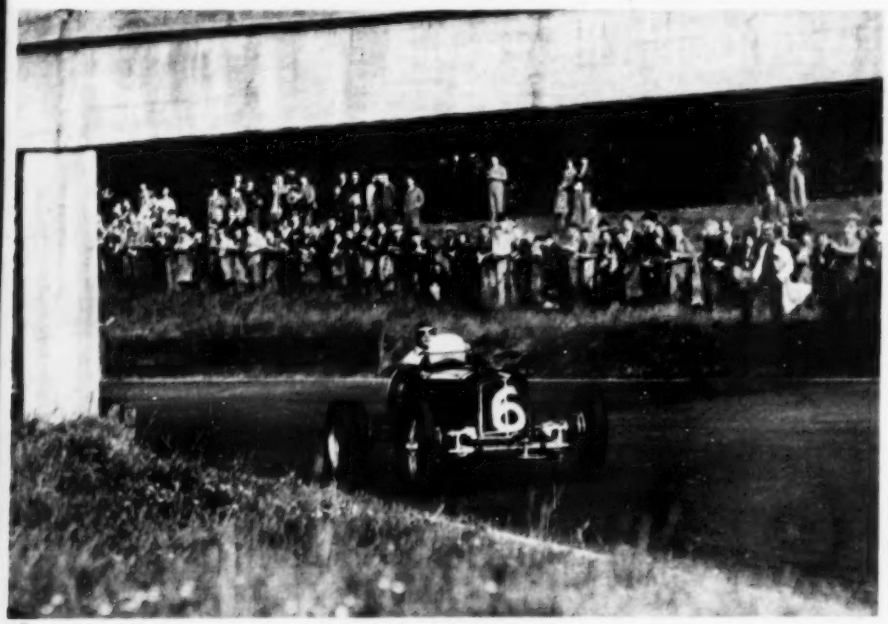
A view of the famous Ramp Bend, taken last week with the snow and slush of mid-winter still upon the ground. Beneath it all, the road surface is in good condition.

Entry and Exit

Several entrances to the track will be used. One will lead to the site of the Palace itself, which will form the principal car park; another will come in over the bridge from the Low Level station, to which frequent services run from all parts of London. More entrances will come in from the Penge, or eastern, side; it may be decided to allow the disused loop of the circuit to be used as a car park, although access to this area would necessarily be restricted to those spectators arriving before the racing actually commenced.

All in all, it seems extremely probable that the Crystal Palace will once more take an honoured place among the racing circuits of this country; with better surroundings than those of an airfield, with easy access for a large number of potential spectators, and with every prospect of good and well-organized events, it will be strange indeed if it is not successful.

J. A. C.



Crystal Palace Cup meeting, 1939 : Raymond Mays driving the 2-litre black E.R.A. to win the principal event at an average speed in excess of the existing lap record.

When, on April 27, 1937, London, S.E.26, echoed for the first time to the exhausts of E.R.A.s, Altas, Maseratis, and such, there were those among us who compared the admittedly compact Palace geography with a snakes and ladders board, asserting that a two-mile lap was too short for serious racing. In the sense that such a circuit would do little to "improve the breed," we were probably right; but that, of course, wasn't the R.R.C.'s intention. Attendances never approached the 100,000 levels achieved nowadays by the biggest newspaper-sponsored Silverstones, but relatively fat gates were the established order.

Short Circuits

Since the war ended short courses have won new popularity in Europe. One can think of quite a few that measure less than two miles to the lap: Bordeaux, Bois de Boulogne, Angoulême, Erlen, Monaco, Marseilles, Pau and Castle Combe, for instance, to say nothing of certain 500s-only alleys.

The trouble with the pre-war two-miler wasn't that it was too short, but that it wiggled too much and thus was rather slow. The bodily elimination

Yesterday at the Palace . . . . . .

PROVERBIALLY, Londoners will try anything once, and, if they will just stretch a point and try something twice, this year's road-racing revival at the Crystal Palace should be money in the bank for the London County Council.

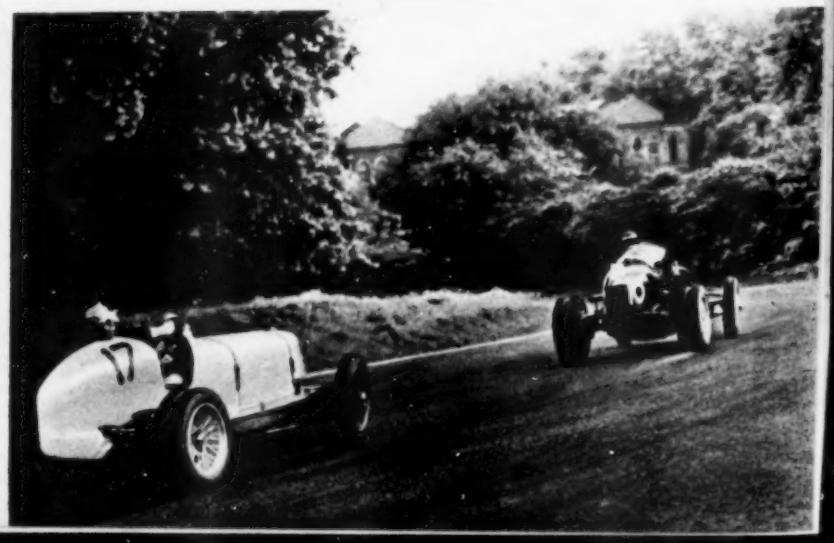
Over the three-year period immediately preceding the last war, 1937 to 1939, the organizing body was the Road Racing Club, a commercial undertaking in light disguise (and none the worse for that). R.R.C. secretary and mainspring was Harry Edwards, who had been secretary of the British Racing Drivers' Club before that. The R.R.C. had a working arrangement with the Board of Trustees that administered the whole palatial set-up, centring on that æsthetic feast, the Palace itself, and including the surrounding grounds, some 200 acres in extent.

In December of 1936, before the race circuit was laid, the big glasshouse went up in flames one night, whereafter it was business as usual for the centre's several forms of outdoor diversion—football, speedway, fishing, plighting troths, getting lost in the well-known Maze, and so on—but the under-cover delights naturally came to an end.

During the war the circuit and many of the internal communicating roads and pathways suffered considerable damage from military occupation. When peace came the place lay derelict for a long time, then the L.C.C. stepped in and acquired it. It was back in early July of 1952 that *The Autocar* recorded that the L.C.C. proposed reviving road racing at the Palace this year. Tests were carried out, using 500 c.c. cars, to determine the potential nuisance value to local residents, the conclusion being that this factor was not prohibitive.

of the ingrowing section at the north end, by means of a short cut direct from Fisherman's Bend to Stadium Straight, deletes about 50 per cent of the original corners and curves at one sweep. On the debit side, it also does away with certain vantage points from which, by merely swivelling his neck, the spectator could observe the passing field twice or even thrice on the same lap; but this will probably prove a fair exchange for the enhanced thrill value

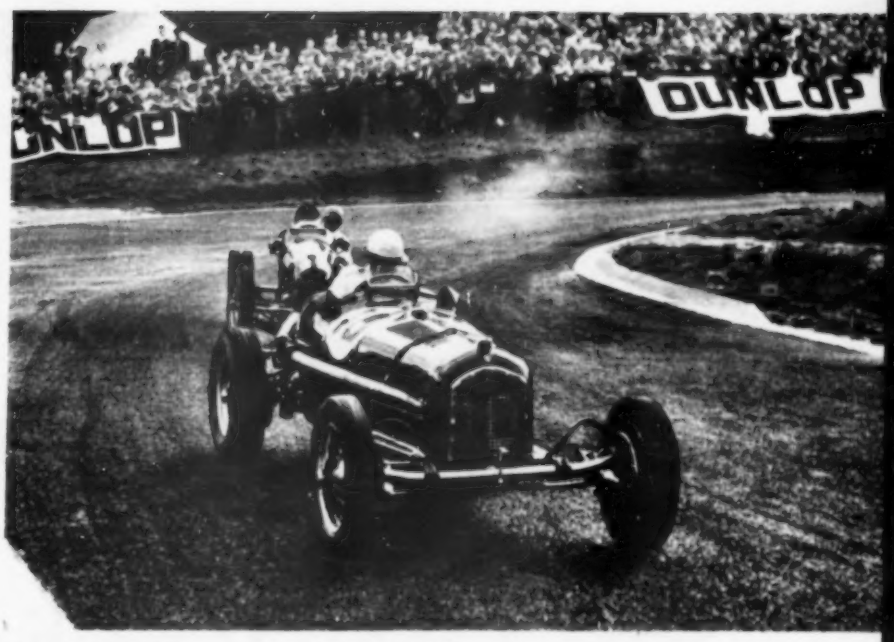
Arthur Dobson's white 1½-litre E.R.A. chases lap record holder Raymond Mays in the 2-litre car. The twin rear wheels used by both drivers were popular on this short and very twisty circuit.



of the higher lap speeds which the new and modified circuit will render possible.

The final lap record for the old course was set at 60.96 m.p.h. by Raymond Mays, using twin rear wheels on his 330 b.h.p. E.R.A.—the Zoller-blown 2-litre. On the fastest leg, Terrace Straight, Mays was reaching 115 m.p.h. in 1939, and about 90 at the end of Stadium Straight, where, incidentally, an overslide could start a wall-smacking interlude in the true Indianapolis tradition. As modified, the course should, Mays considers, be lappable about 10 m.p.h. faster than pre-war, other things being equal.

During 1938 and 1939 I served the R.R.C. as press officer, and press officers are a species in whom ghoulishness is liable to get the better of fine feelings. I well remember, for instance, my discreditable elation when, on at least two occasions during pre-meeting practice sessions, cars left the road on the now-abrogated ingrowing section and hung delicately poised over the brinks of the two miniature lakes that march with the road there. Tough work it was, too, persuading the displaced persons to let their cars dangle there until photographers could be rushed to the spot and take pictures which would next day decorate the front pages of a dozen national dailies. . . .



Imperial Trophy Race, 1939: H. L. Hadley driving the works entered 744 c.c. overhead camshaft Austin, with which he won the event, prepares to overtake Kenneth Evans' 2.9-litre Monoposto Alfa Romeo. The latter car, in the hands of Nuvolari, won the German Grand Prix in 1935.

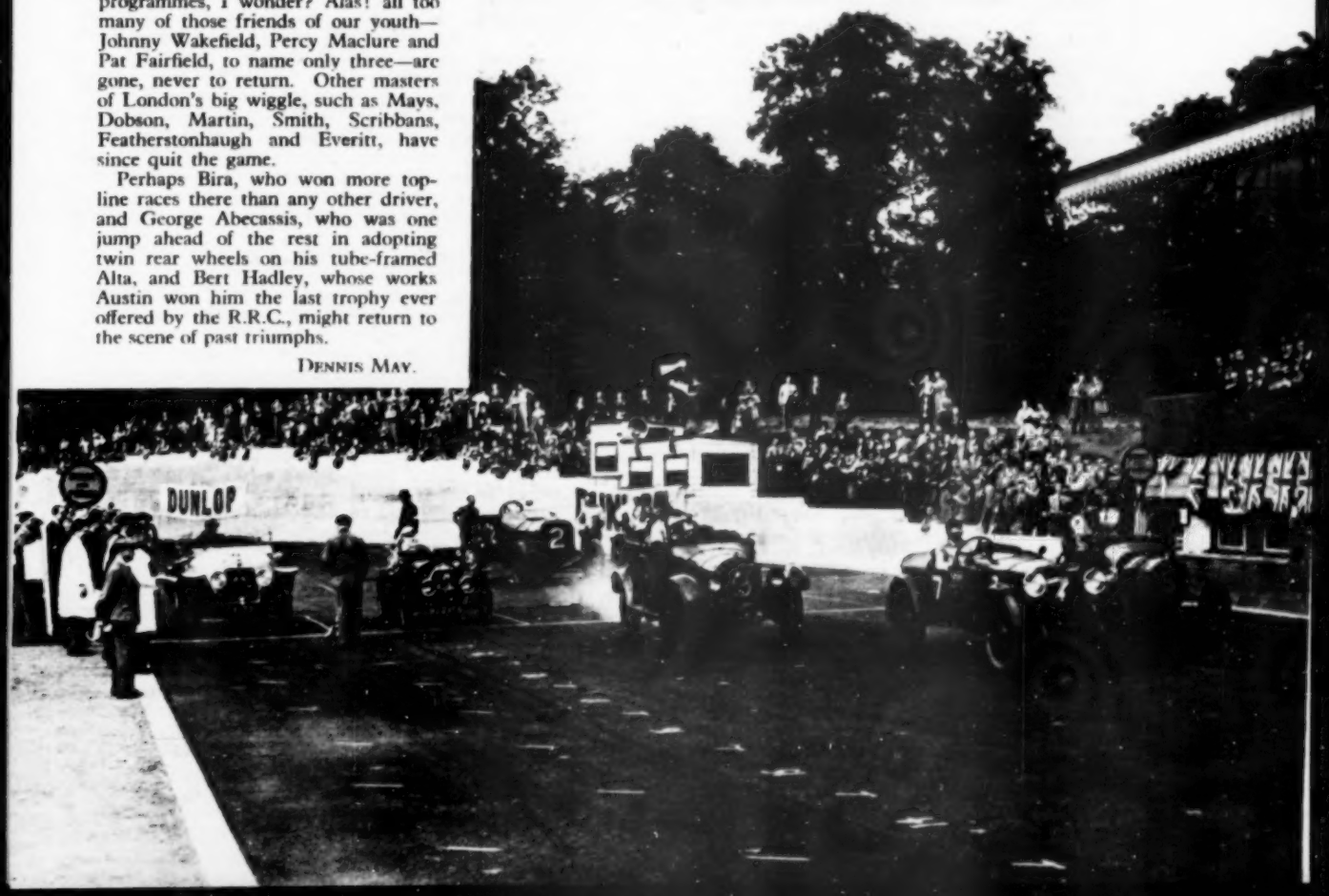
Possible Return

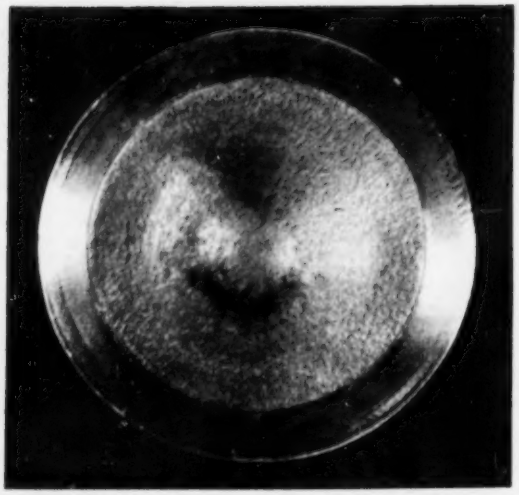
How many of the star Palace names of the 'thirties shall we see in the 1953 programmes, I wonder? Alas! all too many of those friends of our youth—Johnny Wakefield, Percy Maclure and Pat Fairfield, to name only three—are gone, never to return. Other masters of London's big wiggle, such as Mays, Dobson, Martin, Smith, Scribbans, Featherstonhaugh and Everitt, have since quit the game.

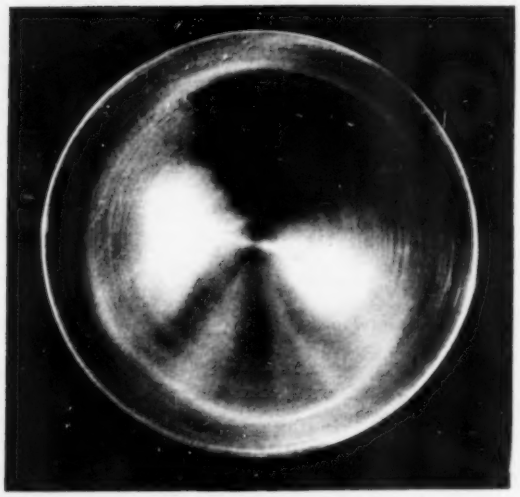
Perhaps Bira, who won more top-line races there than any other driver, and George Abecassis, who was one jump ahead of the rest in adopting twin rear wheels on his tube-framed Alta, and Bert Hadley, whose works Austin won him the last trophy ever offered by the R.R.C., might return to the scene of past triumphs.

DENNIS MAY.

Races for pre-Kaiser war cars were regular features of the 1939 meetings. This illustration shows the start of the Veterans' Cup race which was won by C. W. P. Hampton's 1,327 c.c. Bugatti, the smallest car in the picture.







Though polishing is a tedious job it is well worth while. A polished exhaust valve head (right) will encourage less carbon deposit than the rough forged finish (left).

TOP OVERHAUL

THE FINER POINTS : AN OPPORTUNITY FOR FIRST-STAGE TUNING

By BERT HOULDING, Jnr.

IT is well known that it is necessary, at certain intervals, to remove the accumulation of carbon from the combustion chambers of an internal combustion engine, and the reasons for this operation are very sound; so, also, are the reasons for taking the opportunity, at the time of decarbonization, of grinding-in the valves on their respective seats. But familiarity with what has become the accepted form of "decoke" has engendered a certain amount of contempt for the status of the operation, with the result that the top overhaul is often regarded as a relatively insignificant and menial task, whereas in the writer's opinion it should rank as one of the most important vehicle maintenance jobs.

Many more factors are involved than merely the removal of carbon and the reseating of the valves. Once the cylinder head has been removed and the valves have been dismantled, a great number of things are exposed which can be considerably improved; the results of such improvements are better performance, enhanced economy, and longer intervals between overhauls. This applies to any production engine, even those in the higher price bracket, and the argument that if certain improvements were desirable they would have been carried out by the manufacturer is not at all valid, the fact being that there is no such thing as a perfect production engine. When one realizes that the average production engine is assembled in a matter of a few minutes from start to finish, it will be obvious that certain imperfections are likely to exist.

The difficulty is that the removal of these imperfections may only rarely be entrusted to a garage, for service stations are almost bound to work to a set routine, and a mechanic's deviation from orthodox methods on his own initiative is seldom encouraged. Hence this article is for the owner to whom the expenditure of time and patience will not come amiss.

Since decarbonization is the central motive for the top overhaul one ought to be quite clear, first of all, about what carbon is, why its presence is undesirable, and what steps can be taken to reduce the amount of carbon formation. At the time of combustion, soot is formed by the burning of the petrol-air mixture, at the same time as the droplets of oil thrown up by the piston are carbonized. The carbonized oil forms a gummy substance which will cause the soot to adhere to the walls of the combustion chamber. If the temperature of the walls is abnormally high, the carbon deposit will be heavier, being baked on to the hot surfaces before the exhaust charge has time to eject it through the exhaust port. On the other hand, if any localized parts of the valves and chamber are superheated, that is, to a bright red heat, as are the plug points and exhaust valve heads, the carbon formation, although harder, will not be so thick, and will be less scaly than that on other parts of the head. The type of carbon deposit found in any given part of the combustion chamber will provide an infallible guide to the running conditions in that particular part of the chamber, and should be carefully examined before anything else is done.

Effect on Performance

Tests have shown that the carbon deposit quickly starts to have its effect upon the running of the engine (Fig. 1). After only a few months' running there will be a certain amount of insulation between the combustion heat and the cooling water, with the result that *local* temperatures may rise, even though the *general* temperature remains normal. At a later stage the carbon will flake and form innumerable minute projections which will glow during, and after, combustion. Ultimately, the combination of high local temperatures and the incandescence of the tiny flakes will be quite sufficient to encourage the onset of pre-ignition.

The ways and means of preventing carbon formation as far as possible must be studied. Obviously, if just the right mixture strength for any given type of operating conditions is being used, and if excess oil is prevented from getting into the combustion chambers, a long way towards alleviating the position will have been traversed. The carbon may be prevented from adhering to the combustion chamber surfaces by removing the roughness to which the carbon will "key" itself. A polished metal surface will obviously accumulate less carbon under the conditions outlined above than will an unfinished surface such as is usually found within an ordinary combustion chamber. Likewise, a bright exhaust valve head will encourage a good deal less deposit

than the rough "forging finish" of the modern valve. Polishing is, at best, a tedious and seemingly interminable job, but it can be made a great deal easier by the adoption of some short cuts, and there can be no doubt that it has a most beneficial effect upon performance.

There appears to be a good deal of confusion about what actually *happens* to the valves to make regular attention necessary. The exhaust valve performs an extremely delicate task under the most arduous conditions. Its function is to release the exhausted gas and seal the cylinder during the rest of the cycle. For a good part of its working life it is at a bright red heat, and is being hurled back upon its seat with immense force several thousand times per minute; obviously, then, it must be made of some metal which will retain its mechanical strength at very high temperatures, and must be so designed that it can dissipate most of its accumulated heat in the very short space of time during which it is at rest on its seat. Ideally, it should not scale, nor should it have any irregularities on its head which, under the conditions of great heat and high mechanical stress, might encourage distortion.

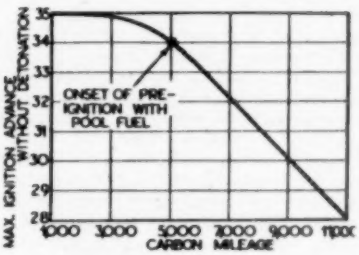


Fig. 1 : The effects of carbon deposit on an engine's performance are shown in this graph.

Lapping-in an exhaust valve is by no means a simple matter of ensuring that the valve provides a gas-tight seal; equally important are providing a seat which will transfer the maximum amount of heat from the head and, moreover, ensuring that the seat will retain its sealing and heat dissipating characteristics throughout a long period of strenuous operation. On this point, more than on any other, will depend how long an engine will retain its tune; a badly seated exhaust valve, though it may temporarily provide a reasonable gas seal, will burn out within a short space of time.

Propping Open

The inlet valve runs relatively cool at all times, and is usually damaged by mechanical means. A flake of carbon lodging on the seat will cause more harm than most things, holding the valve open and allowing the flame of combustion to blow past and scour the seat. Smaller flakes of carbon, not large enough to cause actual "propping," will be hammered into the seat, to leave small indentations which appear during the grinding-in process as round black spots.

Valve guides must ensure that the valve moves freely up and down and returns centrally to its position on the seat, but the exhaust valve guide must also fit snugly enough around the stem of the valve to permit a high degree of heat transference from valve to cooling water. There should, however, be sufficient clearance to make certain that the valve will not seize, and when it is realized that complete lubrication of the guide is almost impossible owing to the high temperature of the valve, it will be seen that the correct fitting of the guide is by no means haphazard. The inlet guide undergoes less arduous conditions, yet certain precautions must be taken for optimum efficiency. The problem of lubrication is not difficult, for there is always a tendency for oil to be sucked up the guide on the inlet stroke, and on overhead-valve engines small sealing washers are needed to prevent wastage of oil by this means. Wear in the inlet guides will accelerate the passage of excess oil, and will allow air to dilute the mixture, causing indifferent idling, and, quite often, a tendency towards banging in the silencer when the throttle is suddenly closed.

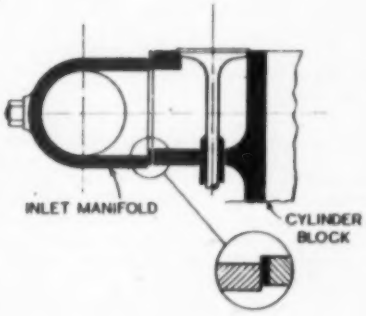
Despite the fact that the initial combustion chamber shape is an unalterable part of the cylinder head design, it is possible in many cases so to modify the projections in the chamber that a better flame travel is provided. One of the most frequently encountered causes of detonation and pre-ignition is the compression, during combustion, of that part of the charge which is most remote from the point of ignition—the sparking plug—and it is regrettable that many combustion chambers are so designed that the last part of the charge to be burned, the "end-gas," as it is called, is that adjacent to the exhaust valve, whose radiant heat will further accentuate the compression by heat.

Some alleviation of the trouble can be brought about by modification to the shape of the sparking plug orifice and combustion chamber walls, so as to ignite the charge around the exhaust valve early and provide for the end-gas to be in the vicinity of the inlet valve. Only in the hemispherical chamber with the centrally disposed sparking plug does this trouble not arise, for only in that type of chamber is there an equal flame travel to all parts, the end-gas being equally distributed around the relatively cool parts of the chamber adjacent to the cylinder walls.

Avoid Sharp Edges

It is significant that the poor design which produces detonation is very often found to bristle with sharp corners and edges which glow during, and after, combustion and promote pre-ignition (a distinction between self-ignition and pre-ignition should be remembered). Whatever the theorists may say, the combustion chamber is no place for sharp edges; they should be ruthlessly removed and the resulting radiused edges polished by means of a "riffler" file and emery paper. There is no distinction or reservation about this; *all* sharp edges *must* be radiused, taking care only that cutting back the edges of the combustion chamber adjacent to the gasket face does not allow the gasket to project into the chamber, where it will be burned and possibly cause pre-ignition.

Inspect the water jackets and clear any scale from the system; this is a job which is invariably left undone, yet an unrestricted water passage around the ports and combustion chambers is one of the best insurances against detonation and pre-ignition.



It is of the utmost importance that the ports of the inlet manifold should align with the ports in the block or cylinder head.

Finally the inlet manifold should be examined and, if necessary, modified; except where locating rings are used, in not one engine out of ten are the ports of the manifold aligned with the ports of the block or cylinder head. Several have been encountered where the overlap has been a full ¼in, and a diagram shows that such a deficiency very seriously restricts the area of the port. Even more serious are the eddies which occur as the ingoing gas buffets against the projection and sets up an undesirable turbulence. So far as the internal finish of the induction manifold is concerned, much the same applies as to the combustion chambers; few manufacturers make the attempt to finish a manifold internally, and the owner can achieve considerably

TOP OVERHAUL . . . . . continued

enhanced performance by patient work both inside the manifold and in the inlet ports.

It is assumed that the owner has provided himself with a good set of hand tools and whatever special tools may be necessary for his particular engine. These vary considerably from car to car, and it would therefore be impossible to provide a list of necessary implements which would apply to all engines. Likewise, it is taken for granted that the owner has such prosaic things as parts boxes, cleaning fluids, emery cloth, grinding compound and all the incidentals which have their part in carrying out a top overhaul.

Previous remarks about the *type* of carbon formation should be borne in mind, and every effort made to preserve the formation unmarked, and unsullied by water or oil. This is best achieved by running the engine to its normal working temperature before draining off the water, so as to allow any residual water to evaporate before the cylinder head is lifted. Then, once the water is drained, the engine should be run-up *just once* to about half-throttle and the ignition switched off while it is turning quite fast. This will tend to prevent the clouding of the carbon deposit which results from idling, and will leave the internals of the combustion chamber in their running condition.

In these enlarged sections of valve seats the polished rings (left) will form a perfect seal only temporarily. The wide, even seat (right) will continue to seal for a long period.

The engine having thus been prepared for examination, work should commence on the removal of the auxiliaries and the head itself. To avoid confusion during assembly, it is advisable to use a separate parts box for each distinct part of the dismantling process, to replace bolts in their proper holes, where possible, and likewise to put nuts back on to their own bolts. Common sense only is required for dismantling, and if care is taken to note the original positions of any items which could possibly be replaced in more than one way, all will be well. This particularly applies to the rocker gear on o.h.v. engines, and if the complete rocker shaft assembly is tied up with string before it is actually lifted this will ensure that the component parts do not spring off the ends of the shaft and thus make necessary a lot of sorting-out before final assembly.

Removing the Head

In lifting the head, one or two simple rules should be observed: first, it is *never* permissible to insert any sort of lever between the head and the cylinder block. This practice will leave marks of abuse which are difficult to erase, particularly on aluminium cylinder heads. The head should be jarred loose by a wooden or copper mallet, and if corrosion on the fixing studs is suspected of preventing the head being lifted, each stud should be treated to a light application of penetrating oil or, in severe cases, ether mixed with light oil. Once the head has begun to lift it will lift off quite easily *provided that it is lifted evenly*.

With the valves *in situ*, the carbon formation on the head, piston crowns and valves should be examined carefully and note should be taken of any obvious hot-spots so that corrective action can follow where possible. Next the removal of the carbon should be undertaken.

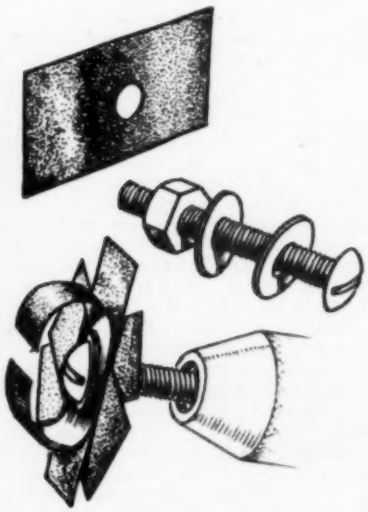
It is common practice in garages to leave a ring of carbon round the edge of the piston crown in the belief that the ring will prevent excess oil consumption. The writer does not favour this method; any carbon deposit will tend to become incandescent and will therefore affect satisfactory combustion. Furthermore, it is a function of the piston rings to prevent excess oil transfer to the combustion chambers, and if the rings are in bad shape oil consumption will, in any case, be high, ring of carbon notwithstanding. So the carbon should be removed with a scraper, in all cases made of a softer material than that which is being scraped, i.e., an aluminium scraper for cast iron, a wooden or lead scraper for aluminium, and so on. The use of a rotary wire brush is not recommended at this stage, for until the carbon has been removed down to the bare metal, it is possible accidentally to burnish the carbon without actually removing it.

All loose flakes of carbon having been blown away, the valves should be removed in sequence, each being placed in a numbered hole in a strip of wood provided beforehand for the purpose. This is the *only* safe method of numbering valves, and any idea of centre-punching the valve heads or filing small grooves thereupon is strongly to be discouraged for very good reasons. Once the valves are stacked, the removal of carbon from the ports should be tackled, this being a job where a good deal of patience is required; all sorts of pieces of bent wire will be found helpful on this tedious operation, and as soon as all traces of carbon have been removed, the block, head, and pistons should be washed clean with a petrol-damped rag, this being done several times with the pistons in different positions to ensure that the cylinders are thoroughly cleaned. Then several drops of engine oil should be dropped into the cylinders and left to soak down past the piston rings.

Valve Treatment

The valves should now be spun in a lathe or drill chuck, and thoroughly cleaned with fine emery cloth and oil; coarse emery should not be used, especially on the stems, the aim throughout being to achieve a high, chromium-like finish. If this ideal is hampered by the presence on the valve head of forged trade marks, or "inlet" and "exhaust" markings, they should be turned off so as to leave the head of the valve quite smooth. For really high performance, it is, indeed, advisable to tolerate no projections, slots or holes on the valve head, for any of these can produce distortion and destroy the seating qualities. An exaggerated example of this defect is shown in a diagram on the opposite page.

When the valves are clean, the seats should be examined, and, if necessary, reground on a valve-facing machine; regrinding should, however, not be undertaken lightly, for the resultant finish on the seat is very rough compared with what it must be for perfect sealing, and often the purchase of new exhaust valves will be found preferable to having the seats recut, and then having to spend all the time that must be spent trying to achieve a good seat finish. Any

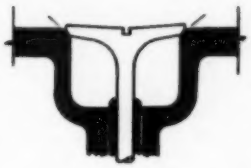


A useful emery bob can be made from small rectangles of emery cloth, punched in the middle and bolted in staggered positions on a small mandrel which is used in a drill chuck.

valves which are found during spinning to be bent or buckled on the head, should, of course, be replaced; it is quite useless to try straightening methods. Finally the valves should be stacked again, lightly smeared with engine oil, and left until needed for grinding-in.

Now the inlet manifold should be offered to the ports, and should be compared by means of a paper or cardboard template with the ports to discover where there is any misalignment; it cannot be too strongly stressed that the ports on the manifold must line up perfectly with those on the head or block (according to the particular engine) if maximum performance is to be achieved.

This operation involves, in most cases, a good deal of painstaking work with small files, but when it is realized that overlapping ports may cause as much obstruction as a throttle which will only open to three-quarters, the work will be thought worth while. When perfect alignment has been achieved the ports must be polished, and this is best achieved in two stages. First, all casting roughnesses must be cleared with a riffler file, which will leave a surface which feels quite smooth to the touch. Next an emery bob should be made from small rectangles of fine emery cloth, punched in the middle and bolted in staggered positions on a small (2 BA or 3/16in) mandrel which is used in a drill chuck. The illustration on the previous page will show the construction of the bob.



Local weakness in a valve head slot can cause distortion, as this exaggerated diagram shows.

It will be found to be quite a speedy matter to achieve a really high finish with this gadget, and if the operator is a perfectionist he will find that if the final rub is done with the well-worn bob soaked in metal polish sediment, a near-mirror finish can be obtained. When the ports have been satisfactorily polished, they, too, should be thoroughly cleaned with a petrol rag and lightly smeared with engine oil.

Combustion Chambers

The riffler file should again be brought into play on the cylinder head, being used to clear away all sharp projections, casting roughnesses, and the sharp edge round the plug hole. The writer believes that it is possible to profile the plug orifice so as to deflect the flame spread to the hotter parts of the head first, and so leave the end-gas somewhere in the vicinity of the inlet valve. If this is borne in mind, it is possible to effect very considerable reductions in the tendency for detonation to occur, with the consequent reduction in local temperatures. All filed parts of the head should be rubbed over with emery cloth, after which work should be started with the rotating bob. A few changes of emery cloth, and a little time spent patiently working the bob round the combustion chambers, will result in a really high finish, and one which will resist carbon formation for a long period of engine operation. By now the head and the ports should be as bright as the valves and, this achieved, all parts of the engine which have been worked upon should be washed once more and allowed to dry.

Next comes the most important operation of the whole process, that of lapping-in the valves to their respective seats. Ready to hand should be the following: a small open-mouthed vessel of paraffin, and one for petrol; a tin of fine grinding compound; a very light compression spring; and a few pieces of clean cloth.

The first valve to be lapped should be taken from its stand and thoroughly cleaned again. Then the port should also be scrupulously cleaned, and the seat wiped with a petrol rag. A very fine coating of grinding compound should be applied to the seat of the valve, and the valve stem should be dipped in paraffin; then the light spring should be dropped into the port, and the valve lowered gently down its guide to rest on the spring. The actual grinding should be done by pressing the valve on to its seat, oscillating it backwards and forwards about half a turn each way five or six times, releasing the pressure and allowing the spring to push the valve upwards, so disturbing the grinding compound; then the oscillating motion is repeated again. After several repetitions of this process, the valve should be lifted and wiped more or less dry, and then wiped with a petrol rag; the same should be done to the seat.

When the petrol has evaporated, the ground seat will show up as an even, white ring, and the aim should be to achieve such an even ring, devoid of any black spots or any highly polished lines. The lines indicate local contact, whereas a matt, even finish indicates good all-over contact. A comparison between the two is shown in the enlarged section of the valve seat, and it will be appreciated that, whilst the polished ring will form a perfect seat temporarily, it will soon be hammered badly. The wide, even seat will continue to seal for a very long time. These remarks apply equally to both inlet and exhaust valves, with the exception that the exhaust must have a wide seat, whilst the inlet seat can be a good deal narrower.

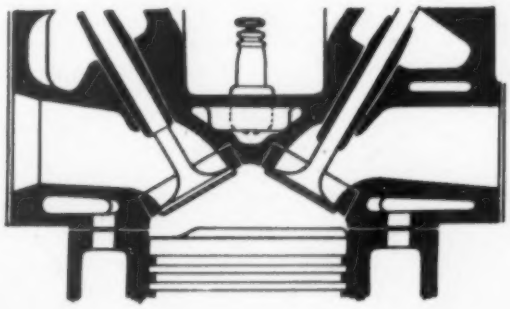
Reassembly

Once the valves have been lapped and cleaned they can all be reassembled with graphited oil, a little of which should be dropped into each cylinder. General assembly can then be undertaken, maker's recommendations being followed on such matters as tappet clearances and head tightening sequence.

The plugs, contact points and the carburettor should, of course, be treated to their routine attention, and, once the engine is thoroughly warm, a proprietary brand of flushing compound can with advantage be used in the radiator. After the first 20 miles of running, the head nuts should be rechecked, the tappets readjusted, and the carburettor reset. If the work has been done properly, it will inevitably be found that considerably more ignition advance can be used without any trouble from excessive pinking, and improved economy should certainly result.

After about 100 miles of running it is interesting to take a compression reading of all the cylinders to make sure that they are all even. If they are not, a further tappet check should be made, upper-cylinder lubricant should be injected through the carburettor and the pressures checked again.

Barring accidents, an engine treated to a top overhaul of this nature can confidently be expected to run 20,000 ordinary miles, and still retain its tune, with a better performance and a very much reduced tendency towards pinking, even on low-quality fuels.



Although the combustion chamber shape cannot be altered, a great deal can be done to improve it in the way of removing irregularities or projections. This diagram shows the ideal hemispherical chamber used in high performance engines.

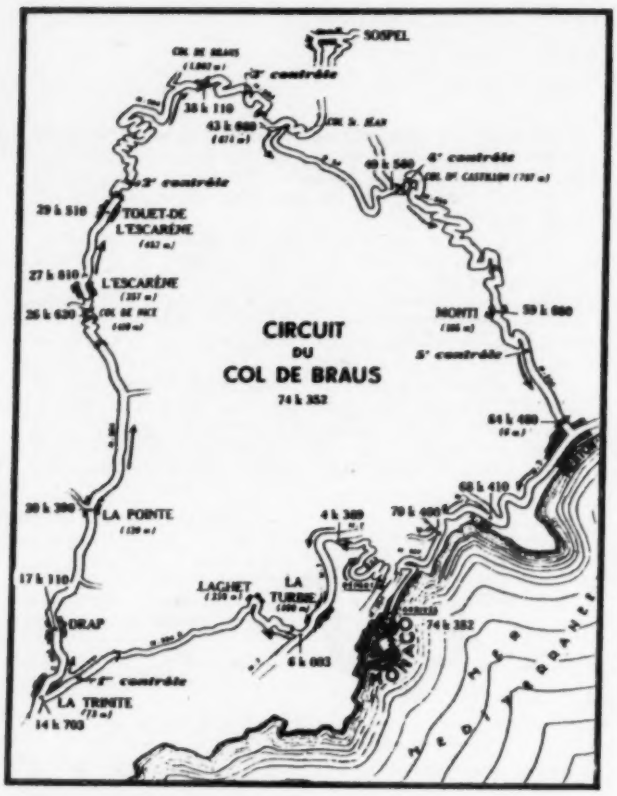
GETTING NEAR THE "OFF"

ONLY A FEW DAYS LEFT BEFORE THE START OF THE MONTE CARLO RALLY : RECORD ENTRY

FEW events in the calendar during the course of each year create so much interest among motoring enthusiasts and the general public alike as the famous Monte Carlo Rally. This is partly, of course, because it takes place at a time when there are not many other events to attract the attention; but quite apart from this factor, there is a magical flavour about the whole idea of this long-distance event, in which men and cars of many different nations struggle with fog, snow, ice, fatigue and possible mechanical troubles to fight their way through to the finish in Monte Carlo on the Mediterranean coast, which captures the imagination and fosters the realization that the spirit of adventure is not, after all, yet killed by the advances of science and the hampering effects of austerity.

In the twenty-third of the series of Monte Carlo rallies, which is the 1953 edition, 440 different cars, some with two people aboard, some with three, and a few with four, will take part. This is itself a somewhat staggering figure in these hard-pressed times, for the cost of competing—even for a French entrant—is considerable, and not many of those drivers taking part are fortunate enough to be at the wheel of cars sponsored by a manufacturer who will bear part if not all of the financial burden involved.

To recapitulate briefly, the main details of the rally are this: competitors start from one of seven different points, from each of which the route is calculated to measure approximately 2,050 miles down to Monte Carlo. All the routes converge on Bourges, so that the remaining 580 miles of the run to the Côte d'Azur are covered by all competitors; in this part the main sting of the rally appears, for it includes the crossing of the mountain ranges of the Massif Central and the Alpes Maritimes.



This is the official map of the regularity test, by which in all probability the winner of the rally will be decided.

The new R.A.C. Trophy, for the most meritorious car in the Concours de Confort; its suitability and equipment for, and performance in, the rally will be the important factors.

The Ford Zephyrs handled by Gatsonides, Harrison and Wisdom are equipped with supplementary instrument panels, defrosters, and a tilting passenger seat for added comfort. This left-hand drive example is that of Gatsonides.

The worst sections are from Clermont Ferrand to Le Puy, thence to Valence, and again from Digne to Grasse. Between Le Puy and Valence there are several different routes which can be used, and it is a difficult decision to make as to which to attempt; the northern route, through the villages of Montfaucon and Bourg-Argental, is perhaps the least likely to be impassable—but it is ten miles longer than the road via Tence and St. Agrève. Between Digne and Grasse come the Col des Lèques, the Col de Luens, the Col de Valferrière and the Pas de la Faye, and the average speed of just over 31 m.p.h. is none too easy to maintain even if conditions are good.

Loss of Marks

Many cars are certain to be penalized for losing time over one or other of these two vital stretches. But there is no way of forecasting how many will get through without losing marks; 16 in 1952, over 150 in 1951, but only five in 1950! For those who do succeed, there is still the final struggle of the regularity test to be undergone to decide the winner. The road section marks are, of course, all-important, and the final order is primarily decided thereby. Should more than one competitor finish without losing marks on the road section, the regularity test will decide their finishing order. The best 100 competitors in order of road section marks will undergo this test; should more than that number finish the road section with clean sheets, an additional test (of the stop-reverse-forward acceleration and braking variety) will be brought into play to reduce the numbers to that figure. This last test, however, will not affect the final order of those who qualify for the regularity test.

The regularity test, therefore, is virtually certain to be the vital factor in deciding the winner of the rally. It will be run on Sunday, January 25, over the circuit of the Col de Braus, in the hills behind Monte Carlo. This circuit is 46½ miles round, and is divided for the pur-

poses of the test into six sections of varying lengths, and the same average speed must be recorded over each section. Variations from the times necessary to achieve this will be penalized at the rate of one mark per second, each section being treated as a separate entity. The required average speed—and here comes the rub—will be of a whole number of kilometres per hour between 40 and 50, but will not be announced until one hour before the start of the test. It will be drawn from a hat, but it is probable that the condition of the road will be taken into account; if there is much snow and ice, it will be selected from between 40 and 45; if not, then between 45 and 50 k.p.h. will be the order of the day.

The crux of this test is likely to be the third section, from just outside Touet-de-l'Escarène to the top of the Col de Braus. This is a steep rise, and much of it is taken up by the "lacets" (sharp zig-zags) of the Col itself; should the required average speed be among the higher figures, it will be beyond the capability of many of the competing cars. It is forbidden to stop or slow down excessively just before a control, and to ensure observance of this rule the last 200 metres of approach to each check point will be timed and must be covered in not more than 24 seconds. If they include sharp hairpins, this in itself is no easy task!

The tread of the latest Dunlop snow tyre, which will be used by several of the British competitors in the rally.

Last year the rally was won by a British car and crew for the first time for 21 years; Sydney Allard, Guy Warburton and Tom Lush brought their Allard saloon proudly through from Glasgow to capture the premier award. Not only that; Stirling Moss and his crew took second place, only four marks behind, with a Sunbeam-Talbot, and five out of the first six places were occupied by British cars. Whether or not Britain can repeat her triumph in this year's event is in the lap of the gods; certainly every effort will be made in the attempt. Of the 440 entrants, 114 are British; the majority of these will start from Glasgow.

Numerically, the strongest British challengers are the Sunbeam-Talbots, of which 31 examples are in the list. Eight of these are works cars, divided into two teams of three and two solo entries. The first team is composed of Stirling Moss (with J. A. Cooper and D. J. Scannell), Leslie Johnson (with David Humphrey and J. Eason-Gibson) and A. G. Imhof (with Raymond Baxter and Dr. Ian Pearce). Second team: John Fitch (with John Cutts and Peter Collins), Miss Sheila van Damm (with Mrs. F. V. Clarke and Mrs. A. Hall) and G. R. Hartwell (with P. G. Cooper and F. Scott). The solo entries are those of Norman Garrad, the Sunbeam-Talbot captain (with G. Murray-Frame and J. Pearman) and three sergeant-instructors from Hendon police college (J. Skeggs, A. Teer and T. Cranfield), who are giving up their annual leave in order to take part. Another Sunbeam-Talbot, incidentally, has been entered by the Ferodo firm of brake and clutch lining manufacturers, and will be driven by Alan Collinson, Sydney Henson and Bert Balkham, who are competition manager, technical liaison officer and test house manager respectively.

Interesting Entries

Strong teams of Ford Zephyrs are also present, among the entrants being T. C. Harrison (with M. Wilde and R. W. Phillips), M. Gatsonides, T. H. Wisdom, R. W. Faulkner, H. C. Roberts and C. F. Bartlett (the last-named, incidentally, was wrongly included among the Sunbeam-Talbot entries in last week's issue of *The Autocar*). Austins, Rileys and Standards are all present in some numbers, while interesting entries are those of a Jensen (R. Sleigh and R. Martin) and a Holden, to be handled by Australian racing drivers Lex Davidson and Stan Jones.

Among the Continental entries, Simca are numerically very strong indeed, while their service facilities en route are famous; their best drivers include M. Angelvin, J. Scaron, E. Chaboud and Mme. G. Rouault. R. Crovetto and R. Cotton, both with extensive experience and success in previous rallies, are among the entrants of Delahayes; Louis Rosier this year returns to the long list of drivers of the baby Renault, while Louis Chiron pins his faith to a Lancia Aurelia. The Conde de Monte Real, who finished second in 1951, this year brings an Allard from Lisbon; I. Wollert, one of the most experienced of the many Scandinavian drivers, tries with a 1900 Alfa Romeo from Stockholm, and Mrs. Greta Molander once more has her famous little Saab.

Among the many garages which will be ready and willing to help the Glasgow starters on their way in this country are Clifton's Service Station, on the Sidcup by-pass south of London, and Martin Walter, Ltd.; the latter's Utilecon works at Folkestone will be open from 5 a.m. onwards on January 21, with skilled mechanics available and light refreshments provided, while their Ferry Dock filling station, just outside the dock gates at Dover, will be open for the supply of high-octane fuel and oil. V. W. Derrington, Ltd., of Kingston-on-Thames, have some examples of an undditching gear available, should any competitor be interested at this late hour.

These, then, are the prospects of the event; now it only remains to await the outcome, and to hope for another British victory.

Sydney Allard, with his navigator Tom Lush and Holland Birkett (a member of the crew of G. Wood's Allard), set off by air last week for a reconnaissance trip over the rally route. The Allard marque is well represented.

PROGRAMME

Tuesday, January 20, to Friday, January 23: Rally in progress.
Saturday, January 24: Inspection of cars and acceleration and braking test (if required).
Sunday, January 25: Regularity test, Col de Braus circuit.
Monday, January 26: Concours de Confort, and Rally Ball.
Tuesday, January 27: Parade of cars, prize distribution, cocktail party given by the Municipality of Monaco, and reception by the International Sporting Club.

The Stirling Moss Sunbeam-Talbot has hot air louvres at the rear of the bonnet, external mirrors, an adjustable passenger seat with detachable head-rest, and blinds to the rear compartment. The Pallas snow tyre and chain on the roof-mounted spare wheel will be noticed; another wheel similarly equipped is carried in the luggage locker.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

In the Chair

OF all cars to use in order to visit the dentist there is much to be said for the XK120 fixed-head coupé, which the Editor lent me for an evening, no doubt with a strong sense of duty but with considerable misgivings! The mental torture of half an hour's drilling was ameliorated by the fact that the dental surgeon in question was a keen motorist, while the Scribal thoughts ran along the lines of, "If I survive this I've got the XK outside." As an aside, I wonder how many dental surgeons realize how interesting their work is to patients. This one showed me the wax-filled drilling, explained

"If I survive . . . ."

the procedure as he went along, and outlined the virtues of gold as a dental metal. He came out to the gate and eyed the Jaguar appreciatively, and I daresay enjoyed the snarl of the twin exhausts as much as I did inside the two-seater body.

Enough has been said about this machine already, which is as docile as a tabby cat at one moment, and then imitates the tiger with a stiffening up of sinews as the throttle is opened. Driven in one way, it was difficult to find enough road to get the car into top gear in the 35 miles between me and town; driven in another way, it could have used top gear all the time. I was unhappy in the driving position, but the machine as transport was out of this world. What a car!

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Prices

REALLY, I am rather shocked at the lack of sense of values of those who complain so bitterly of the high *basic* price of cars; it is a lot of money, no doubt, and the purchase tax that is added is monstrous, but the basic price, in spite of all that has happened to it in recent years, is still one half of a wonderful bargain. Just think of the mass of material and workmanship that goes into the modern car, and then think of comparable objects and their prices. Think, if you like, of what has happened to the pound since the war, make the necessary calculation, and then compare the result with pre-war value for money. The car is a miracle of low pricing following quantity production. I venture to state that the public has been conditioned, by cars that were "too cheap," to apply a special standard to cars, whereas they should judge them against furniture, television sets, carpets and suchlike. Or maybe they should try buying the bits and making one themselves, not forgetting to charge time and labour.

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Spread the Good News

YOU maybe would not believe it, but very many motorists driving today are under the impression that the oil pressure gauge is a measure of the contents of the sump; a service manager assures me that this is so, and asks me to help him in acquainting motorists with the fact that lb per sq in are not synonymous with pints. There is no need to tell readers of this journal that (at least, I hope not), but, in turn, I hope they will help to assist in the spread of knowledge. There may be some point in tell-tale lights after all.

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Age and Safety

SOME encouraging figures have recently been quoted concerning age and safety in driving, with which are correlated miles of experience. All investigations show that the number of accidents per mile or year decreases with increasing age at least until the age of 60. An investigation by the American Automobile Association suggests that drivers between the ages of 19 and 25 have more than twice as many accidents as those between the ages of 40 and 60 covering the same mileage. Road Research Laboratory investigations with a much smaller sample in Northern Ireland showed a similar trend, the highest accident rate group being drivers between 28 and 32; the 17 to 22 group was one of the safest. In America the youthful group is a dangerous one, the 21s and under being very accident prone. The Road Research Laboratory comment on these findings is that they are remarkable, because there are very few activities at which the individual improves after the age of 30.

Accident prone.

Temperament has much to do with safety. A New York investigation found that about half the accident patients in a hospital were healthy types, socially "good fellows," who were aggressively self-reliant; their education had often been interrupted, they did many and diverse jobs (reason for leaving often a row with the employer). They tended to dodge authority, and when they could not do so they sought mental "escape" by changing school, job, or, alas, wife.

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Three guesses.

Square Engine

THREE guesses as to the identity of the power unit described as follows: ". . . four-cylinder engine of 4in bore (chosen for high displacement) and 4in stroke (chosen in the interest of light weight). The cylinders were individual cast iron units fitted into a single-piece cast aluminium crankcase that extended far enough to form a water jacket round the cylinder barrels. A camshaft driven from the crankshaft by a chain perated the exhaust valves and the individual breaker arms for cylinder firing. The intake valves were spring closed and opened by natural aspiration.

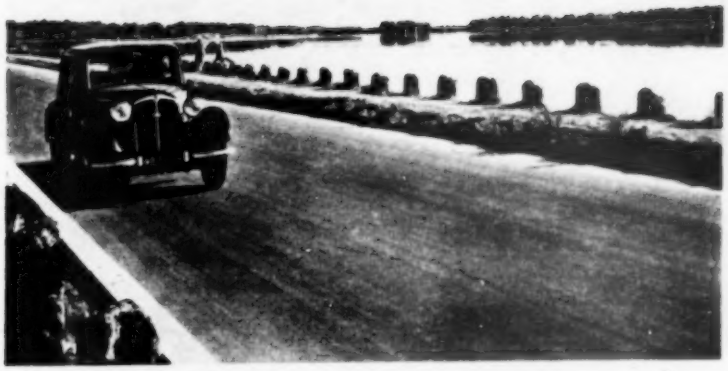
"The crankshaft was machined from a solid $1\frac{3}{16}$in thick sheet of armour plate and had five babbitted main bearings. The rear end of the crankshaft was fitted with a 15in diameter flywheel weighing 26 pounds. . . ."

Perhaps the question is hardly fair, for the engine was the Wright brothers' aero engine which powered the 1903 *Kitty Hawk*. Description from the annual report of the Smithsonian Institution of America, which contains a most illuminating study of the Wright brothers as engineers. Believe me, those boys were no flying cranks: they were geniuses.

LETTER from FINLAND

By

JOHN HEWISH



Gravel-surfaced roads together with icy conditions in winter have produced a national flair for controlling a sliding car. The illustration shows one of the good Finnish roads.

Vasa, November.

WHILE slipping comfortably along in a hefty Ford Customliner between the walls of fir and birch that line the roads in this sea-infested country, it occurred to me that motorists in England might be interested in a few details of motoring in a land that few of them—despite the Olympiad—will have visited. This is hardly the isolated Northern wilderness (inhabited by nomads who enjoy a peculiarly rigorous form of Turkish bath) that some may imagine. Northern it is; writing here in Ostrobothnia, one is only a day's trip by car to Rovaniemi, the capital of Lapland: a journey it would be pleasant to describe for readers some time. In this town there are modern flats, large cars everywhere (the taxis are not-quite-current American models) and at night the place is a gaudy jewel box of neon signs.

The lakes and inlets are steely blue; later, of course, the ice clamps up everything. There is a story of a local yachtsman who laid up his boat on one of the skerries, and came home on his motor cycle. Sailors make coffee out of the Gulf water; it is not particularly salt.

Apart from the roads, or in spite of them, the motoring situation is bright. The position for exporters to Finland should be bright, too. There is no home car industry.

Variety of Mounts

Here I have motored in Jaguar Mark VII, Mercedes-Benz 300 saloon, Fiat 1400, Skoda, Volkswagen and Ford; an international bunch. I was taken to my first *sauna*, or Finnish bath, in the Ford, an impressive counterpoint of the arduous and the comfortable. It was not fitted with automatic transmission, a choice dictated by the snow conditions in winter. Many Finnish motorists prefer snow to the summer dust surfaces. The single British car on my list indicates nothing. Our cars are popular, especially Rover and Morris. That the first of these is considered inexpensive may serve as an indication of the standards enjoyed by some, but only some, of the Finns. Car ownership is not as widespread as in Britain (about 1 in 100 of the population, according to the latest issue of the Finnish foreign trade review), but after much hardship people here are enjoying good food—quantities of butter, cream and cheese that would astonish the majority of housewives at home—and watching high quality building work going ahead at a fair speed.

British manufacturers would do well to try to convince people here that small and medium-sized models will stand up to the battering they will have to take on Finnish roads.

A good example of a modern Scandinavian wood-built house the lounge of a Finnish hotel.

LETTER from FINLAND . . . continued

Taken in mid-Finland, this photograph shows the conditions that prevail on unsurfaced roads during the spring thaw period.

I found myself sketching a "colonial" type of test rig for my host here, in an attempt to convince him that British designers do consider these things. Every motorist I have met has made some scathing reference to the roads. Food and housing have naturally come first and it is unlikely that the country would be attractive to many tourists; it is remote, and the season is short. The primitive character of Lapland and its excellent fishing might be a lure, on the other hand.

Road Conditions

Finnish roads *are* dangerous; dust surfaces (snow or slush as per the almanac) are usual. Even in large towns, *pavé* is usual. Main roads run like narrow monorail tracks through the woods; crossings are positively sinister in their implications, especially the open rail crossings. Roads are few, cutting through the kind of country that bogged down the Russian tanks in 1944. Some drivers do not realize the potentialities of the modern car; on the other hand, there exists a flair, probably the result of much experience on snow, which is almost genius, for controlling a sliding car and which achieves wonders on these roads, where corners are banked *à la* Nurburgring.

Even in towns it is rare to see a car cornering without incipient slide. Out in the country, with local drivers, the unaccustomed passenger averts his eyes and hopes for the best. So immense are the undulations and sudden drops in surface that drivers wait nonchalantly while passengers (with equal nonchalance) are sick. Depth and density of potholes are amazing; speed must often be reduced to 10 m.p.h. or so. Vision is obscured by granite boulders on corners. The Ford previously mentioned revealed a habit of hopping and tiddleywinking its tail in the dust round all the corners.

The writer's experience on a local cross-country rally showed that if the event, from the technical point of view, was not taken very seriously, there was plenty of native skill revealed in the driving. Some twelve cars took part with the writer as assistant navigator to the driver of a Mercedes-Benz 300, actually the most powerful car taking part. The fact that the rest of the crew, driver and wife, spoke Swedish, and that the slide rule and maps were of Finnish origin, added its own flavour, too.

The vividest memories are those of using the calculator in the bucking Mercedes, which appeared to be actually off the ground on the scenic-railway roads; of the excitement of edging past buses and heavies on these roads, where there is just room between the ditches for two cars and where the driver is usually blinded by mud thrown up from the front—no screen washer could cope with it.

The rally ended in typically national fashion with a lakeside setting of stark Scandinavian scenery for the *sauna* (after which some of the crews dived into the water, which was at sub-zero temperature, in their birthday suits) and an evening meal with plenty of schnapps to assist the thawing-out process. It is strange but true that the apparent lunacy of the *sauna*, going from a temperature of 60-70 deg C to −6 or so seems in the Finish setting the most natural thing in the world. It is very rare for anyone to catch cold.

This country hotel standing among birch and pine trees is used by members of Finland's *Automobil Klub* as the headquarters for their motoring events.

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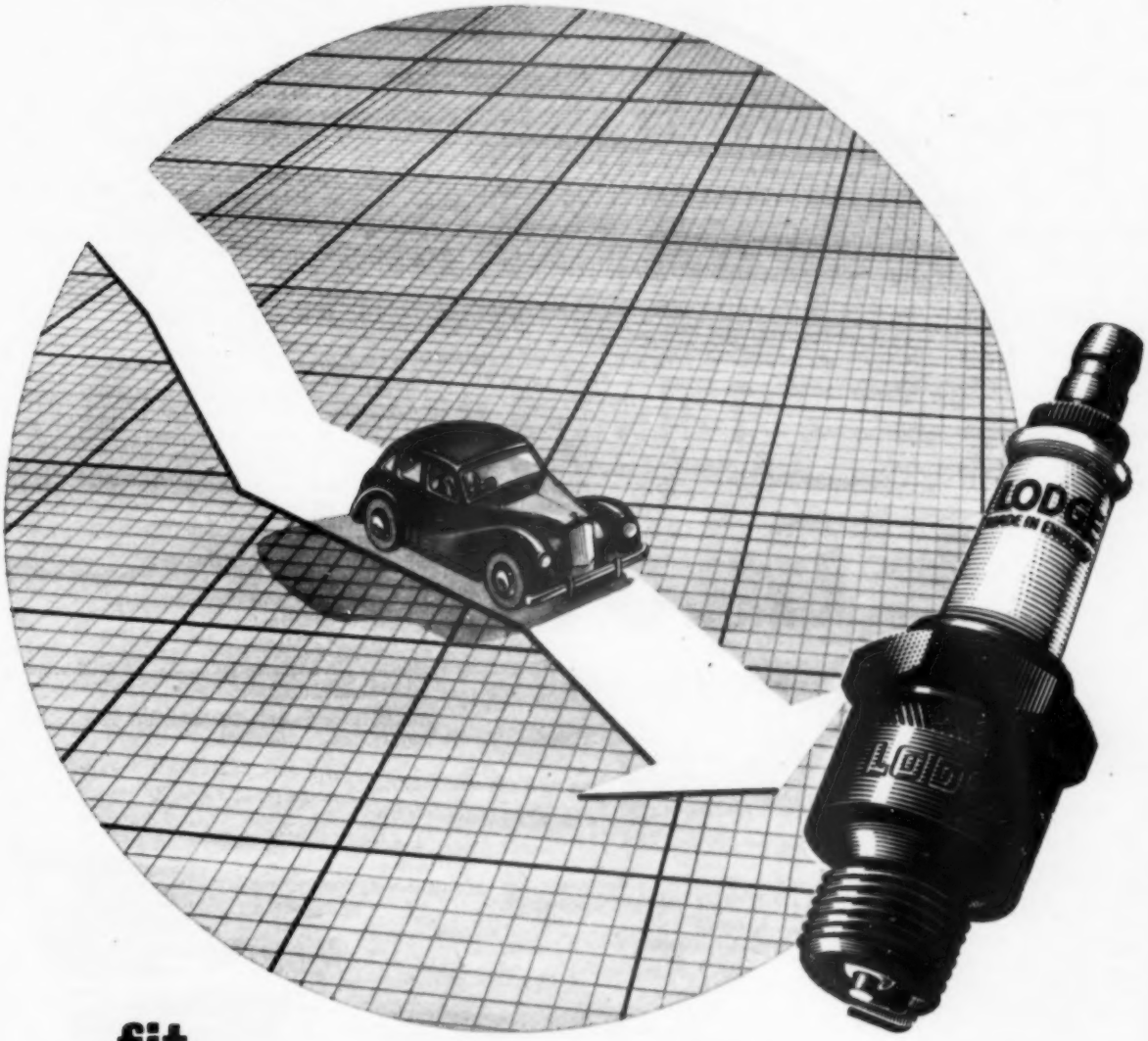

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Castrol

Most British motorists use Castrol

The clean lines of the American Ford four-door saloon have been loaded with more chromium ornamentation for 1953. There is an additional bright moulding through the rear wing line and the tail lamp lenses have been redesigned to give a jet pipe effect.

NEW CARS DESCRIBED

1953 FORD and MERCURY MODELS

SUSPENSION MODIFICATIONS AND DETAIL BODY CHANGES

NO major changes in design or coachwork are seen on 1953 American Fords, but some suspension improvements have been made. More flexible springs have been used at the front and the support plates have been redesigned to permit greater up and down movement of the front wheels. Progressive bump stops consisting of small conical rubber pads have been placed on the lower wishbones. Towards the end of the travel these pads come into contact with stops on the chassis frame and work in conjunction with the springs. A spring of lower periodicity can thus be used for normal deflections and a more comfortable ride is produced.

The rear (leaf) springs have been redesigned to assure closer production maintenance of their characteristics. One-piece woven fabric spring inserts are now used to provide a larger damping surface with increased life. Dampers have redesigned valves, and the attachments have been made stronger.

The chassis frames of saloons and coupés are of the K-bar type with five cross members attached to box section side members, forming a ladder type frame. The K-bar is formed by the third cross member and two diagonal struts. Frames of the Sunliner, Victoria and station wagon models have been strengthened. Power units available are the Strato-star side-valve V8 of 3,920 c.c. which produces 110 b.h.p. at 3,800 r.p.m. and the o.h.v. six cylinder of 3,529 c.c. introduced for 1952, which gives 101 b.h.p. at 3,500 r.p.m. Three choices of transmission are offered; a conventional gear box with synchromesh on all three speeds, overdrive, and Ford-o-Matic torque converter. With two power units and three transmissions available, an almost infinite number of combinations is possible.

Instrument panels have been re-sytled with a satin-chrome finish on the mask surrounding the dials, and chromium yokes round the control knobs. To deaden sound and reverberation, a glass fibre lining to the bonnet has been added. Safety glass is standard in the one-piece windscreen, curved full-width rear window and in the side windows.

On the Mercury range, minor styling changes have been made to emphasize the low, long and wide appearance of the cars. There is a new bonnet ornament and a heavier plated lip surrounds the air intake. There are also new chromium plated mouldings along the sides to emphasize the length of the car, and chromium flashes have been added to the rear doors.

Performance has been improved by changes in the exhaust and air cleaner. A straight-through silencer is now used and the tail pipe has been enlarged to 2in diameter, reducing back pressure by approximately 50 per cent. This is said to cut the acceleration time from a standstill to 80 m.p.h. by over 4 seconds.

Interiors are re-styled and a total of 29 trim combinations are available. There are 13 basic colours for the exterior and 26 two-tone combinations including five new metallic finishes. The range comprises seven distinct models, including an all-steel station wagon with applied wood mouldings. For the Monterey convertible a new ball bearing mechanism has been evolved, to speed the action of the automatic folding head.

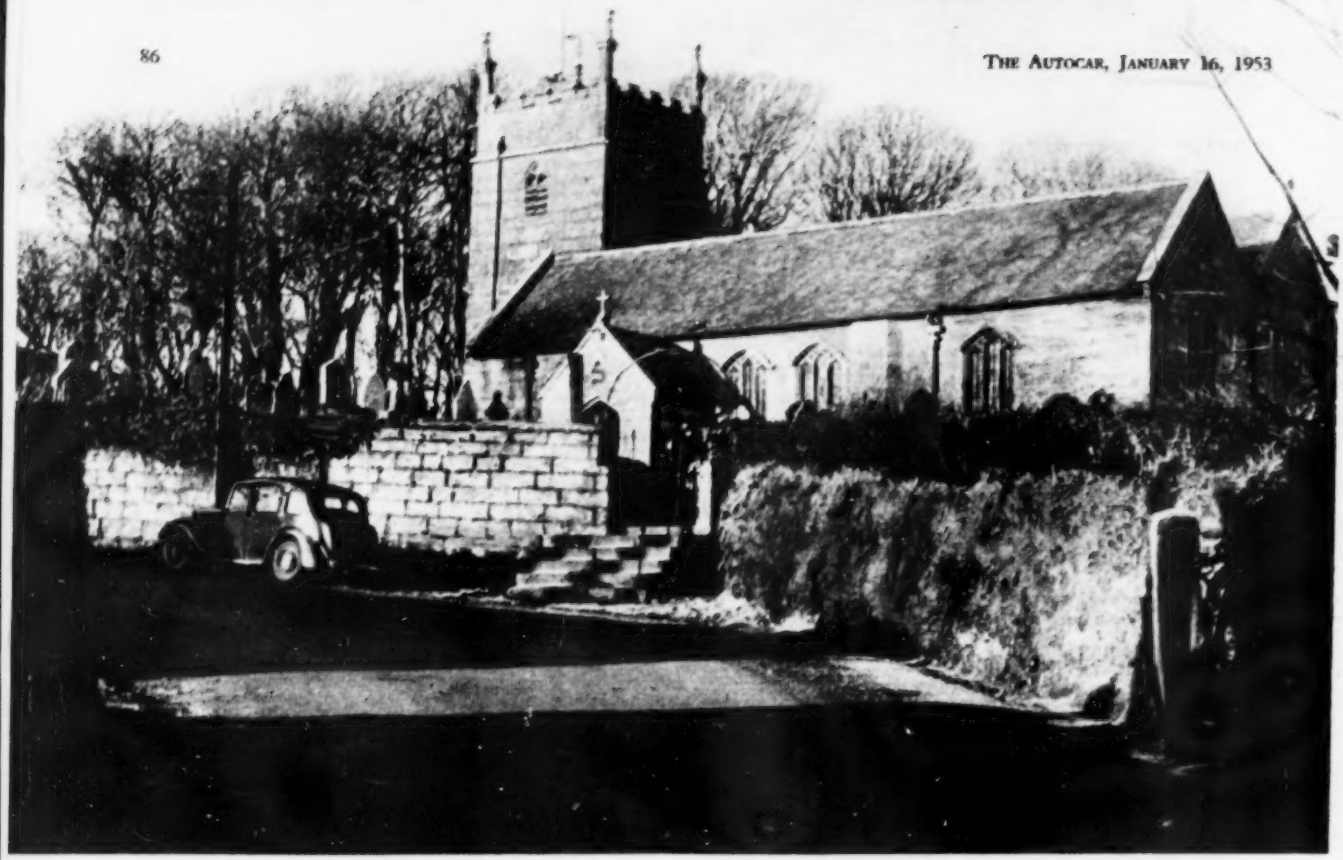
ANOTHER DIESEL CAR

The engine and four-speed gear box of the Borgward Hansa 1800 diesel car. The engine has overhead valves and an air inlet manifold serves two intake ports on the top of the cylinder head.

THE German Hansa 1800 will shortly be available with a compression ignition engine of the same cubic capacity as the petrol unit offered hitherto in this car —1.8 litres.

The engine is a sturdy four cylinder developing 42 b.h.p. It is naturally less flexible than its petrol burning counterpart, and will be supplied with a four-speed gear box instead of the usual three-speed unit. In both cases the change speed lever is mounted on the steering column. A fuel consumption better than 50 m.p.g. and a maximum speed of 64 m.p.h. are claimed. The engine has push-rod operated overhead valves and uses a Bosch injection pump with pneumatic governor. All body styles offered with the petrol engine will also be available with the diesel—a two-door and a four-door saloon, an estate car and a pick-up with a closed body.

The price of the standard two-door diesel-engined saloon is 9,950 marks (£830) including heater-defroster unit.



As typically Cornish as the windswept trees behind it, the lichen-covered granite of Sancreed church glows in the winter sunshine.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

WEATHER PROTECTION

Insufficient Attention Given to an Important Point

[64657.]—I thank you most sincerely for giving sports car enthusiasts, like myself, the opportunity to digest to the full the various features which give the Frazer-Nash such an enviable reputation. (*The Autocar*, January 2.) The Targa Florio Turismo undoubtedly earns the description superb for those who desire an open car which can annihilate the miles with perfect safety. There are, however, two points worthy of the strongest criticism, particularly as one is thinking in terms of a car costing just under £2,000 without tax. The first is the wholly inadequate tank capacity; this should at the very least be able to hold sufficient petrol to enable 350, if not 400, miles to be covered between refills. My second is much more serious and refers to the astonishing fact that the hood is in nine separate pieces and takes five minutes to erect. I admit that if we enjoyed North African summers this might be of little account, but in this country what havoc to the interior could be accomplished in that time, to say nothing of the feelings of the saturated driver! It is all very well to dismiss the matter lightly by saying that you can go sufficiently fast to throw the rain clear, but traffic conditions frequently make this impossible.

I have long noticed that it seems to be completely beyond the capabilities of those concerned to construct a hood which is proof against rattles, draughts and rain, can be erected easily in 30 seconds and is durable. The only car I have so far encountered which embodied most of these features was the Triumph Roadster. I am indeed surprised that we have endured for so long, with little or no protest, the various contraptions so far fitted to convertibles, allegedly designed for our comfort and protection during inclement weather. My own opinion is that this point has not been sufficiently stressed during previous Road Tests and should be commented on more freely in the future.

Kilmarnock, Ayrshire. G. WOOD.

"TRANSPORT ANARCHY"

Two Sides to the Problem

[64658.]—Those who read your editorial in the issue of January 2, under the above heading, will doubtless reach varying conclusions as to what is intended.

The first observation I would make is that it would be very unfortunate if the measure of antagonism between different classes of road users were to be further increased. To voice a complaint that the use of the public highways by commercial motor vehicles is an inconvenience to private motorists which should be dealt with only calls for a reply that "the boot is on the other foot" in many built-up areas where parked private cars materially contribute to traffic jams.

Commercial motor vehicles, both passenger and goods carrying, make an essential contribution to the economic well-being of the country; insofar as their transit is hampered to that extent the economy of the country is hampered.

Traffic jams and road traffic problems arise largely by reason of the inadequacy of the highway system. True, your editorial does, in an incidental way, stress this. The difficulties of the private motorist in finding an appropriate place in which to leave his car are obvious. The way out is equally obvious—the provision of adequate car parks or other means of garaging vehicles. The commercial vehicle user looks for that solution—not the restriction in the use of private cars.

"The railways must be supported by goods and passengers."

you state. One logical outcome might be restrictions on the right of the individual to use not only his own goods vehicle for his business requirements, but also his private car when he so decides.

The development in the use of goods vehicles under "C" licences by members of this Association has been the subject of considerable comment from certain quarters, and much has been written on the subject, including articles in other publications of your publishers to which I would refer you. The point with which I am at present particularly concerned is that motor vehicle users, faced as they are with certain common problems, require to understand each other's needs, and to co-operate in trying to obtain that degree of highway development which would be not only in their respective interests, but also in that of the country generally. After all, together all classes of motor vehicle users will contribute this fiscal year about £350 million in motor taxation. Together they should demand the use of an adequate proportion of this to equip the country with a modern highway system, able safely to accommodate modern road transport.

F. D. FITZ-GERALD, Secretary,
London, W.1. Traders Road Transport Association, Ltd.

[Our correspondent tends to saddle us with an antipathy towards commercial vehicles which we do not possess. We stated a clear proposition: "Either the play of economic forces must be left to squeeze the high-cost train out of existence and provide new roads to accommodate the extra traffic, or the railways must be supported by goods and passengers."—ED.]

AS OTHERS SEE US

Justification for Pride in British Cars

[64659.]—I am certain that I am not alone in disagreeing with letter [64640] which unfairly runs down British cars.

"Anon" says that for obvious reasons he must regretfully remain anonymous. Yes, the reasons are certainly obvious. The statements he makes are, for the most part, rash, hasty and without a vestige of truth. It is not sufficient to say that some cars are underpowered, and that many have appalling road-holding, without supporting the statements with examples. Maybe some cars are underpowered, others may have rather poor (certainly not appalling) road-holding. However, for every car that suffers from one of these defects, there are many that do not.

The writer also says that we produce cars that are not durable and he tries to draw a comparison between the average (a beautifully vague word) British car and the average American car. He says that we have always looked upon American-built cars as not being very durable, but that they will outlive any English car. It is impossible to draw a comparison between the average American car and the average British car because of the different purposes for which they were designed. An American car may possibly outlive an English car, in fact, it certainly will if the comparison is to be drawn in the British Isles. The reason is not that the British car is inferior, but that the American car, having been designed for fast long journeys, is very rarely called upon to give of its full power. The English car may, however, be giving of its full power for the majority of its use, and will therefore deteriorate more quickly.

He also says that we pretend to ourselves that we make the finest cars in the world. We do make the finest cars; the Rolls-Royce engine far surpasses any other internal combustion engine in the world. We do not think that all our cars, from the Austin Seven to the Rolls-Royce, are the best of their class in the world, but they take a lot of beating. J. G. MILLS.

North Harrow, Middlesex.

Oh, to Live in Switzerland . . . .

[64660.]—The letter [64640] from "Anon," Birmingham, is one of the best I have ever seen in your excellent journal. Having had a new car for seven months and had roughly 40 minor complaints and a few more which are just points of bad design, I could not have written a better letter if I had tried.

To mention but a few of my troubles: the driving seat springs make peculiar noises; the front passenger seat rattles on its slides; there is a squeaky noise from the rear dampers, and at 20 m.p.h. there is a peculiar riding motion which can only be attributed to the car having oval wheels!

I am told: "Oh! that's nothing, old boy, they are all alike," and so I have not found an answer to it all. And to think I purchased a new car to obtain carefully driving!

Oh, to live in Switzerland or America where one can choose a car freely. J. G. STAPLES.

Purley, Surrey.

. . . . Or Holland

[64661.]—There seems to be no doubt that "Anon" hits the nail on the head. His letter deserves to be printed and posted to every executive in the motor car industry. In addition to his remarks I wish to draw attention to the fact that during the past six or seven years many foreigners have had to buy British cars owing to lack of dollars for the purchase of American cars and not because British cars have so many virtues. Their often advertised economy in m.p.g. is more than offset by the need for frequent repairs and lack of durability. However, I have no grudge against British manufacturers and I wish them to do well, but I can advise them to stay here for a few days in order to see for themselves how in this country motorists are again turning to American, German, French and Italian cars.

Bussum, Holland. F. H. LAMPEN.

SOUTHWOLD

Lighthouse Keepers Need Not Apply

[64662.]—Referring to the view of Southwold lighthouse from Gun Hill, published in *The Autocar*, January 2, may I point out that this house is an unattended light, that is, automatic operation without a keeper.

The caption might well apply, however, to Lowestoft lighthouse, 12 miles north, which is a similar structure, entirely automatic with three sources of supply, but has keeper's quarters attached.

This house is open to inspection at specified hours and is certainly a comfortable post for a keeper who has served on many of the toughest lights round our coast before coming to the most easterly point in Britain L. W. BURCHAM.

London, N.3.

CARS FOR EXPORT

What is Wanted in Victoria, B.C.

[64663.]—I doubt if advice, which costs nothing, is ever acceptable. Being a pioneer motorist who knows this Continent from Alaska to California, I venture to suggest that, in order to double the sales of small cars in Canada and the U.S.A., your manufacturers need to do two things, viz., concentrate on fewer models to reduce costs; fit larger engines with high torque at low revs and three-speed boxes with standard U.S.A.-type change.

Women do most of the driving. I have tried in vain to teach some of them how to handle a four-speed box and high-speed engines. As soon as they are out of the gate they change up and do not use any indirect gears as long as the wheels go round. They drive quite well on the sort of cars which they have always driven, but seem incapable of or unwilling to learn a different technique.

There is no need to make your cars to look like ours. There is, however, a vast market for small, handy and economical cars which are cheap to buy and to run. The sole requirement is that our drivers, male and female, old or young, should be able to get into the driving seat with nothing to learn. Produce what they want and the market is yours. STANLEY PADDON.

Victoria, B.C.

CRI DU COEUR

The Voice of the Motoring Addict

[64664.]—Still bloody and battered from one of those weekends which stem from such articles as "Five Minutes in Your Garage" or "Maintenance Simplified," my musings may be biased. However, those of us on whom Fortune has yet to smile must achieve our motoring the hard way. Not for us the smell of new upholstery, and the glib talk of "still under the guarantee, old man." We must spend our leisure fashioning poultices from proprietary preparations to put on our lacework silencing system; hammering out biscuit tins to make patches for our floorboards; we must cover ourselves with Bostik and smear plastic metal in our hair. As we go our daily rounds we must keep ceaseless vigilance for a long list of mechanical oddments—doorhandle screw, a hand brake ratchet, spare leaves for a doubtful spring, off-cuts of Perspex.

The first few years of this sort of existence are quite enjoyable. One is young, and nothing is impossible: a reputation for "knowing about cars" is being established. But when the grey hairs come the enthusiasm wanes. So much is unfulfilled. Where is that fine spacious garage we were going to build when we got promoted to a higher salary? Where is that carefully tended new car? Where indeed? We must do our best with our old corroded wreck for a while longer, and it will still have to live in that wet and strange-smelling shed two miles away for seven-and-six a week. Meanwhile we hope, as all parents are supposed to do, that our sons will not have to endure disillusionment such as ours. We hope that one day a manufacturer who resents

CORRESPONDENCE . . . . . continued

the advice of his economists will build a car which age cannot wither; we hope that he will use stainless steel and brass and copper and leather and keep it simple. If he ever does, the demand will be immense, so that although his cars will never wear out, so many people will be driving them that accidents will be frequent enough to absorb his output of vehicles. However, until then, we can only submit a belated but respectful annual request to Father Christmas for an electric drill and a sheet of sixteen-gauge aluminium. FHT593.

Bristol, 8.

SUPPRESSORS

More About Aircraft Practice

[64665.]—In reply to your correspondent Mr. W. J. Hughes [64611] concerning suppression of aircraft engines, it appears that, although Mr. Hughes has looked under the cowlings of an aircraft engine, he did not look very far.

I have never seen any make of engine during my varied experience in the R.A.F. without that little gadget, known as an intensifier, which is—with its 0.025in air gap—nothing more than a resistor, the setting of which is very critical. Should the setting of this air gap be adjusted wrongly severe burning of the plug points is the result. H. J. KEMP.

Sutton Coldfield, Warwickshire.

Limited in Aircraft Application

[64666.]—Whilst Mr. A. I. Forbes Simpson [64590] is wrong in stating that all aircraft engines are fitted with resistors, it will interest Mr. W. J. Hughes [64611] to know that all Rolls-Royce Merlin and Griffon engines are fitted with resistors (usually 1,000 ohms) to prevent excessive erosion of the plug points by reducing the flow of current.

One startling inaccuracy in Mr. Hughes' letter leaves one in grave doubt as to his actual experience with aircraft electrics; this is his statement that "practically every electrical lead is screened in the same manner as the ignition system"; i.e., metal-braided covering on the cables. I can state quite authoritatively, having had seven years' experience on a number of different types of aircraft, that no more than 10 per cent of all electrical cables are screened in this fashion.

R.N.A.S., Co. Derry. M. PITCHFORD.

MATTER OF MU

Friction on Icy Roads

[64667.]—How often does the driver of a small car, driving on icy roads, say to himself, "How I wish this model had more weight!"

At first sight, it may seem a reasonable assumption that the heavier vehicle is the safer. Upon investigating this problem mathematically, however, one finds that the weight does not appear to make any difference.

To take the extreme case, when a vehicle is on the point of sliding whilst negotiating a bend, the centrifugal force of the vehicle is $\frac{MV^2}{R}$, where M is the weight; V is the velocity and R the radius of the bend.

This centrifugal force is just equal to the frictional force holding the vehicle on its course. This force is represented by μM, where μ is the coefficient of friction and M the weight.

Therefore, $\frac{MV^2}{R} = \mu M$, which reduces to $\frac{V^2}{R} = \mu$.

From this it appears that the weight has no effect whatsoever on the road-holding property of a vehicle and it seems to disprove the topical belief that weight means safety.

Leamington Spa, Warwickshire. JOHN F. EDGINGTON.

RUNNING-ON

Cured by Restoring Water Circulation

[64668.]—Major G. E. Howard [64625] may be interested in my experience. I have an A.40 which suffered badly from pre-ignition. I had a reconditioned engine fitted but the same trouble occurred with the fresh engine. However, I toured across France, the car overheating badly in the hilly Dordogne district. At Cahors the Peugeot service station flushed out the radiator, checked over, and followed up with a road test up some of their best local gradients, but to no avail.

They came to the right conclusion immediately—bad circulation in the cooling system, and as this would require the radiator being stripped they advised me to try to get to Toulouse and contact a radiator specialist firm. This I did, after a struggle, and *on a Saturday afternoon* they kept a man on the job and dismantled and cleaned out the whole system.

My pre-ignition was cured. R. RUSSELL.

Purley, Surrey.

Extra Air Inlet Suggested

[64669.]—I would suggest that Major G. E. Howard [64625] considers the possibility of fitting an extra air inlet between the carburettor and inlet manifold, so that air (instead of the slow running mixture) can be admitted when the throttle is closed and the ignition switched off. J. S. DINES.

Hermitage, Berkshire.

"PRODUCT OF ENVIRONMENT"

Dividends Paid by Body Shapes

[64670.]—I am afraid that Mr. A. Sim [64628] has not been reading *The Autocar* over the past few months as otherwise he would have seen that the only thing stopping the TD M.G. from holding the respect which its predecessors had 20 years ago is an aerodynamic body. Speaking from memory, the standard car develops 55 b.h.p. and does 75 m.p.h.; stage one tuning, I believe, gives 64 b.h.p. and about 82 m.p.h.; stage four, 96 b.h.p. and 96 m.p.h. with a very high consumption of expensive spirit, maybe eight to ten miles to the gallon at 7s 6d per gallon, with very short engine life and a car which will not start.

If the stage-one-tuned engine were put into a standard XK Jaguar chassis it is quite possible that it would do 100 m.p.h. and probably some 25-30 miles to the gallon on petrol at, say, 4s 9d.

I think the performances of the two cars mentioned above make it quite obvious what an advantage properly styled bodies are to the sporting motorist O. B. GREEVES,

Thundersley, Essex. Managing and Technical Director, Invacar, Ltd.

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SERVICE VIEWPOINT

AS promised (or threatened), I propose to continue my indictment of contemporary servicing standards, which I began in the January 9 issue.

Manufacturer's Responsibility

BY the letters they must get from users of their products, manufacturers, of all people, must have in their possession damning testimony as to abuses; but what have they done? I have never known a case, despite the wealth of protest which I know has been sent to manufacturers, of a dealer franchise being taken away from an agent for disciplinary reasons. For that reason, I say that manufacturers are equally guilty with the rest of the industry. The service departments of some main agencies which I know personally are thoroughly incompetent, and I think it ought to be a condition of holding an agency that *all* members of the technical staff should be trained, and examined at certain periods, by the manufacturers. Under the present system there is no guarantee that the mechanic employed by a distributor has adequate knowledge of *any* car, much less adequate knowledge of the car which he is legitimately expected to know intimately.

Nor do manufacturers stipulate that a certain minimum of special apparatus and equipment should be held by their agents; a pulley which should be drawn by a special puller is knocked off with a hammer and drift, and badly damaged in the process; this is one result which has come to light recently, and there have been many others. If they allow their agents to lose the confidence of the customer, manufacturers do not enhance their own reputations, and perhaps now that the buyers' market is upon us they will take more pains to put the user's satisfaction first.

Remedy

IN all conscience, the disease is lamentably serious, but happily the remedy is comparatively straightforward; ills from which the motor trade suffers could be completely cured within the space of five years if its affairs were to be placed under the political and disciplinary guidance of a central ruling body, whose function would approximate to that of the B.M.A., and would, ideally, have the same standard in law. Under the jurisdiction of this body there would be several inflexible rules, and there would be a strict code of professional conduct. No person would be allowed to practise as a motor engineer without passing the requisite examination, and without holding the necessary certificate from the authority. The system would be much the same as that used by the Board of Trade for the grading of marine engineers, and the Ministry of Civil Aviation for aircraft engineers. In case this seems to be too drastic a measure, let it be remembered that the correct function of brakes and steering is just as vital as, say, the correct function of an aircraft aileron control; no more skill is required for work on the latter than is required for work on the former, assuming an equal amount of basic knowledge. The probable results of allowing semi-skilled people to service aircraft are too terrible to contemplate, but the unskilled fitting of, say, the steering mechanism of an express coach could also have disastrous results; yet it is tolerated under the present system.

I would suggest that an apprentice to the motor trade should be compelled to undertake theoretical part-time training, and would, after probably his first year, be allowed to sit an examination which would qualify him as a Grade F licence-holder. As an improver, after a further two years' work and study, he would be entitled to take the examination for a Grade E ticket, and, of course, each additional ticket would enhance his earnings. A first-year journeyman would be eligible to sit for the Grade D ticket, and, by the necessary years of experience and theoretical training, would be allowed to take Grade C, B and, finally, the A ticket, which would be renewable every five years. Only by the possession of a Grade A ticket would anyone be allowed to practise as a motor engineer in his own right, and the tickets would be obtainable strictly by examination only, and only after a certain number of years' experience in the previous grade.

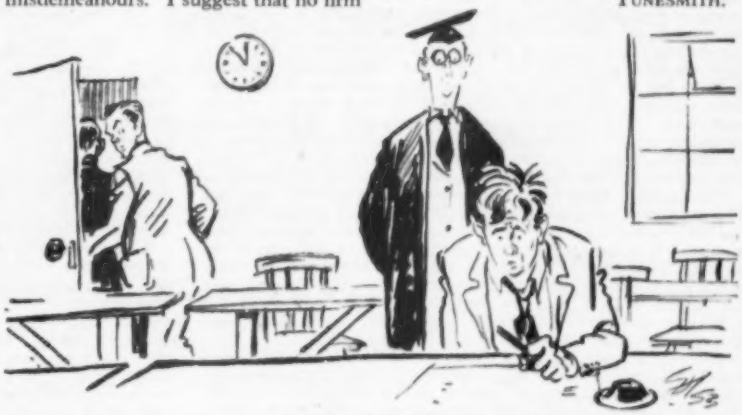
Additionally, the central authority would be empowered to enforce compliance with the code of conduct and would to this end be able to withdraw licences, or down-grade traders who failed to toe the line, or who were guilty of negligence, sharp practice or other misdemeanours. I suggest that no firm whose trading methods are above reproach would object to this, any more than any really skilled engineer would object to having to take the relevant examination. The complainants would naturally be those who were unable to comply with the strict conditions, and would very probably camouflage their own shortcomings by flaunting the traditional red herring of "the liberty of the individual." However, I have no doubt that such a scheme will have to come, perhaps not for many years, but, unquestionably, drastic steps must inevitably be taken. And that, perhaps, is now enough of that.

The Last Straw

ONE cannot help noticing the increasingly high incidence of failure of transmission components, on cars fitted with standard power units, where the capacity has been increased by boring and the engine has been tuned by embodying different valve settings and a higher compression ratio. One such car has an engine which gives out an extra 20 b.h.p. The ordinary gear box is used, and a good deal of failure occurs.

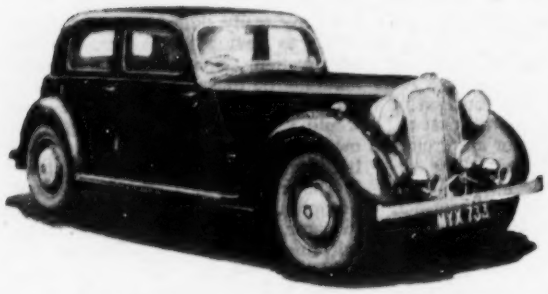
It is human nature that, where great power is on tap, the driver will be tempted to use it, and one sees this particular model very often being severely punished in the intermediate gears. Whilst it has been made quite obvious that the engine itself has a sufficient reserve of stamina, it is patent that the gear box is not so well blessed, and it fails, in the intermediate gears, to transmit the extra 1,200 r.p.m. which the tuned engine is capable of producing. As a *pro tem* measure we have advised the customer to treat the car gently in the intermediate gears, but this is rather like having a racehorse with two legs tied together. How much more satisfactory it would be if the standard gear box had been replaced by one substantial enough to carry the extra load, for, after all, a chain is only as strong as its weakest link.

TUNESMITH.



". . . passing the requisite examination."

USED CARS ON THE ROAD



No. 49: 1947 Rover Fourteen Saloon

PRICE NEW	ACCELERATION	FUEL consumption	SPEEDOMETER reading
£655 plus £266 7s 10d purchase tax	from rest through gears	18 m.p.g. approximately	8,402
PRICE SECONDHAND £595	TO 30 m.p.h. ... 9·0 sec TO 50 m.p.h. ...27·0 sec TO 60 m.p.h. ...49·2 sec 20-40 m.p.h. (top gear) ...19·2 sec 30-50 m.p.h. (top gear) ...25·3 sec	OIL consumption 1,500 m.p.g. approximately	CAR FIRST REGISTERED June, 1947

A ROVER has been the subject of one of these used car tests on three previous occasions, the models being the Ten, Sixteen, and the 75 of the period when it still retained the traditional Rover styling. Now a Fourteen built in 1947 is added to the list. Rovers may be said to have some special attraction among used cars, for the high quality car can reasonably be expected to conduct itself well for a longer period than its quantity-produced counterpart. Certainly the car tested, although it had evidently had a good deal of use (the vendors naturally pointed out that the speedometer mileage could hardly be taken as a guide) remained essentially sound. The car was provided for test by L. F. Dove, Ltd., of 69, The Broadway, Wimbledon, London, S.W.19, and it was handed over really well polished and cleanly turned out. The black cellulose had one or two marks noticeable only when the car was under scrutiny, the general effect being very satisfactory. The brown upholstery and carpets showed more wear.

Engine starting was outstandingly good, a touch of the button bringing an instant response even after the car had been standing outside during one bitterly cold night. The engine pulled smoothly and the car ran true to the Rover form of being able to attain and hold a useful cruising speed without any fuss. The main criticism might be levelled at the engine tuning. The performance figures were somewhat below those recorded with a corresponding new car on test and the impression received in driving the car was that ignition and carburation were not quite accurately set. This was not noticeable in town driving, but at about 50 m.p.h. on top gear the engine was more reluctant to respond to throttle opening than it should have been. This feeling was also borne out by the petrol consumption, which, after careful adjustment of the engine, should be capable of improvement to something like 22 to 24 m.p.g. The impression was that this was only a matter of adjustment.

The controls were fully as pleasant to use as was expected. The movements of the central gear lever were as through butter, and with unimpaired synchromesh action. With the free wheel in use it was unnecessary to use the clutch at all except for starting from rest. The spring dampers were a little weak at the front, no excessive free play existed in the steering, and the brakes worked well and smoothly. The body produced a little of what may be called "coachbuilt squeak," but this was not obtrusive. The tyres were in fair condition.

The usual wide range of instruments and accessories was fitted, including a heater and sunshine roof; the water temperature gauge and the petrol reserve switch were out of order. This Fourteen was essentially the kind of car for quiet, effortless travel with comfort and sweetness put first.

No. 50: 1949 Ford Pilot Saloon

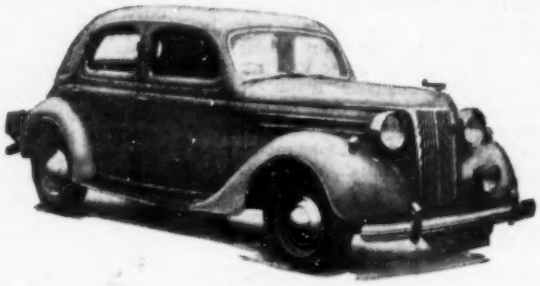
PRICE NEW	ACCELERATION	FUEL consumption	SPEEDOMETER reading
£597 10s plus £166 14s 5d purchase tax	from rest through gears	18 m.p.g. approximately	51,755
PRICE SECONDHAND £450	TO 30 m.p.h. ...5·3 sec TO 50 m.p.h. ...13·5 sec TO 60 m.p.h. ...21·0 sec 20-40 m.p.h. (top gear) ...10·1 sec 30-50 m.p.h. (top gear) ...10·5 sec	OIL consumption 1,500 m.p.g. approximately	CAR FIRST REGISTERED June, 1949

INTEREST in used cars grows as prices reach the levels associated with normal buying and selling conditions, and it is not long since a big car, known for all-round performance and reliability, was being offered at perhaps twice the price which prevails now. Interest in the 1949 Ford Pilot, which was made available for test by the Chaseside Motor Co., Ltd., Cambridge Road, Enfield, Middlesex, is aroused by more than price, however, for it had covered a mileage in excess of 50,000 and is offered for sale by an unusual method.

As a result of a visit to Canada by one of the firm's directors a system has been introduced whereby used cars are sold after a "stop-and-start" test and analysis of condition. The idea is simply this: the car must run and it must be safe to drive before being offered for sale; however, all other defects are listed and the prices are quoted for putting them right. Cars are thus offered at the lowest prices possible but in safe condition, and the man who would prefer to do nothing about a minor fault may do so instead of *having* to have the car in the best possible condition.

The Pilot tested was light green, with brown upholstery, and it could be said, having in mind the limitations of most of the modern chromium plating, that the exterior was particularly good. The cellulose was clean and unmarked and scarcely a trace of deterioration was to be found on the plating.

The defects listed by the vendors were few, relating to such matters as the hanging of the doors, and little criticism could be made of the way the car behaved on the road, despite its



mileage. It started immediately from cold, pulled powerfully without the slightest suggestion of fuss, and it would travel at an unhurried 60-plus m.p.h. indefinitely. Performance was up to the standard of the car submitted to a full new car Road Test, and it confirmed that a reconditioned engine had been fitted fairly recently. With the three-speed gear box the flexibility on top was exceptional, covering the range from near walking pace to top speed, with more powerful acceleration provided, naturally, by the middle gear.

There was some play in the steering which made itself noticeable in such circumstances as negotiating roundabouts, but it did not particularly affect general driving. The suspension (incorporating the traditional beam axle and transverse spring at the front on this model) was comfortable, and comfortingly stable. The brakes were well adjusted and worked powerfully and evenly. Tyres varied in condition, two being nearly new, a third good, and the other two well worn. Accessories included a heater (standard equipment), and a radio which was not in working order. This 3.6-litre Pilot performed with the manners of a nearly new car.

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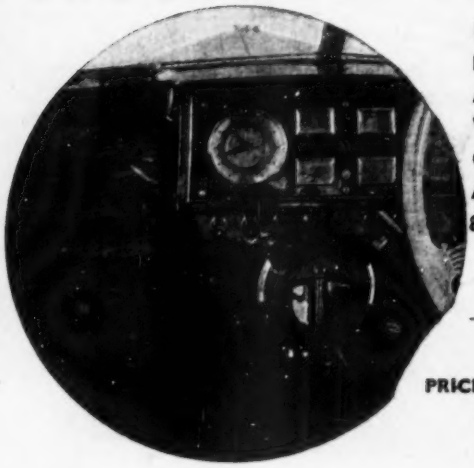

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NATIONAL SPORTING CALENDAR

KEY: The events in this calendar are run under the following types of competition permit:— International (I), National (N), Closed Invitation (CI), Restricted (R), and Closed (C)

JANUARY

17	Lancashire A.C.	Trial	Lancashire	C
17-18	King's College M.C.	Rally	Allendale	CI
17	Newry and D.M.C.	Trial	Newry	C
17-18	Blackpool and Fylde M.C.	Rally	N. Wales	CI
17	Cambridge 50 C.C.	Driving Tests	—	C
18	Nottingham S.C.C.	Trial	Nottingham	C
18	M.G. C.C. (Midland)	Trial	Banbury	C
18	Eastern Counties M.C.	Trial	Suffolk	C
18	Worcestershire M.C.	Rally	Worcestershire	C
18	Bolton le Moors C.C.	Trial	Bolton	C
23	Ulster A.C.	Trial	N. Ireland	C
24	S.S.C.C.	Rally	Glasgow	C
25	Lancs and Cheshire C.C.	Trial	Cheshire-Derbyshire	C
25	Wolverhampton and S. Staffs C.C.	Rally	Shropshire	C
25	Herts County A. and A.C.	Trial	Chilterns	CI
25	N. Devon M.C.	Trial	N. Devon	C
25	E. Anglian M.C.	Rally	Halstead	C
25	Manchester U.M.C.	Rally	Wales	C
25	Torbay M.C.	Rally	Torbay	C
25	Morecambe C.C.	Rally	N. Lancashire	C
25	Walsall and D.C.C.	Trial	Walsall	C
25	South Shore M.C.	Trial	Trough of Bowland	C
31	Thames Estuary A.C.	Night Nav. Trial	Southend	CI
31	Grimsby M.C.	Night Trial	N. Lincolnshire	C
31	Armagh D.M.C.	Trial	Armagh	C

FEBRUARY

1	Kentish Border C.C.	Trial	Kent	C
1	Hagley and D.C.C.	Trial	Shropshire	CI
1	Pathfinders and Derby M.C.	Driving Tests	Derbyshire	C
1	Loughborough Col. M.C.	Rally	Leics	C
6	N. Staffs M.C.	Rally	N. Staffordshire	C
7	500 M.R.C. of Ireland	Trial	N. Ireland	CI
7	Edinburgh U.M.C.	Rally	Edinburgh	C
7	Cumberland S.C.C.	Rally	—	C
7-8	Cambridge U.A.C.	Rally	Lake District	CI
8	Southsea M.C.	Trial	Petersfield	C
8	Leicestershire C.C.	Trial	Leics	C
13-14	Y.S.C.C.	Rally	Yorkshire	CI
14-15	Peterborough M.C.	Night Nav. Trial	Peterborough	CI
14	Coventry and Warwicks M.C.	Trial	Coventry	C
14	Bristol M.C. and L.C.C.	Trial	Bristol	C
15	Brighton and Hove M.C.	Map Reading Trial	Sussex	C
15	M.G. C.C. (S.E.)	Trial	Chilterns	CI
15	Blackpool M.C. and C.C.	Trial	N. Lancashire	C
15	Lothian C.C.	Trial	—	CI
15	Sheffield and H. M.C.	Trial	Derbyshire	C
15	Welsh Counties C.C.	Trial	S. Wales	C
15	N. Devon M.C.	Trial	—	CI
16	Maidstone and Mid-Kent M.C.	Trial	Kent	C
18	Newry and D.M.C.	Night Trial	Newry	C
20	S.S.C.C.	Night Rally	Glasgow	C
21	Riley M.C.	Rally	Surrey	C
21	North of Ireland M.C.	Trial	Londonderry	CI
21	Ulster A.C.	Trial	N. Ireland	C
21	Edinburgh U.M.C.	Driving Tests	Edinburgh	C
21	Eastern Counties M.C.	Trial	E. Anglia	C
21-22	Leeds U.U.M.C.	Night Rally	Yorkshire	CI
22	N.L.E.C.C.	Trial	Hertfordshire	CI
22	Sporting C.C. of Norfolk	Rally	East Anglia	C
22	Newcastle and D.M.C.	Trial	Newcastle	C
22	Thames Estuary M.C.	Sporting Trial	Kent	C
22	Nottingham S.C.C.	Trial	Nottingham	C
22	W. Hants and Dorset C.C.	Autocross	Dorset	CI
22	Cheltenham M.C.	Rally	Forest of Dean	C
22	N. Midland M.C.	Trial	N. Derbyshire	R
22	Fylde M.S. Committee	Trial	Lancashire	C
22	Herefordshire M.C.	Trial	S. Herefordshire	C
28	Omagh M.C.	Trial	Omagh	C
28	West Essex C.C.	Night Rally	Eastern Counties	C
28-1 Mar.	Rhyl and D.M.C.	Rally	N. and Mid-Wales	C

MARCH

1	C.S.M.A.	Reliance Trial	Kent-Surrey	C
1	Shenstone and D.C.C.	Trial	Staffordshire	C
1	Thames Estuary A.C.	Rally	Southend	C
1	Chiltern C.C.	Trial	Chilterns	C
1	Alvis O.C. (Scot.)	Rally	—	C
1	Liverpool M.C.	Trial	Cheshire	C
1	Cambridge U.A.C.	Speed Trial	Gransden Lodge	CI
1	Furness D.M.C.	Trial	Furness	C
1	Caerns. and Anglesey M.C.	Trial	N. Wales	C
1	W. of England M.C.	Trial	Tiverton	C
1	Manchester U.M.C.	Rally	Yorkshire	C
6-7	N. Staffs M.C.	Trial	Burnham	CI
7	Newry and D.M.C.	Trial	Newry	C
7-8	Falkirk and D.M.C.	Rally	—	CI
7-8	Cumberland S.C.C.	Rally	—	CI
8	London M.C.	Trial	Hindhead	C
8	Leeds U.U.M.C.	Trial	Leeds Area	C
8	Hants and Berks M.C.	Trial	Eversley	C
8	Lancia M.C.	Driving Tests	Bovingdon	C
8	Y.S.C.C.	Trial	Blubberhouses	R
8	Brecon and Dist. M. and M.C.C.	Trial	Breconshire	C
8	V.S.C.C.	Rally	Slough	C
8	Sunbeam Talbot O.C.	Trial	Gloucestershire	C
8	Harrow C.C.	Trial	Home Counties	C
8	M.G. C.C. (N.W.)	Rally	E. Lancashire	C
8	E. Anglian M.C.	Trial	Chalkney Wood	CI
8	Morecambe C.C.	Rally	N. Lancashire	C
8	Walsall and D.C.C.	Trial	Walsall	C
8	N. Devon M.C.	Rally	Devon-Somerset	CI
8	Peterborough M.C.	Trial	Peterborough	CI
11	Lanarkshire M.C. and C.C.	Rally	Lanarkshire	C
14	500 M.R.C. of Ireland	Race Meeting	N. Ireland	CI
14	S.S.C.C.	Rally	Glasgow	C
14	Bristol M.C. and L.C.C.	Trial	Bristol	C
15	Brighton and Hove M.C.	Trial	Sussex	CI
15	Bridgnorth and D.M.C.	Trial	Bridgnorth	C
15	Bugatti O.C.	Rally	—	C
15	Kentish Border C.C.	Trial	Kent	C
15	Plymouth M.C.	Trial	Devon	C
15	Severn Valley M.C.	Trial	Wellington	CI
15	Bolton le Moors C.C.	Rally and Driving Tests	Lancashire	CI
15	Torbay M.C.	Rally	Dartmoor	C
15	Leicestershire C.C.	Trial	Leicestershire	C
22	Cranleigh and D.M.C. and L.C.C.	Night Navigation Rally	S. England	CI
21	Armagh and D.M.C.	Trial	—	C
21	Grimsby M.C.	Night Trial	N. Lincolnshire	C
21-22	A.C. Owners' Club	Night Trial	—	CI
21	Sunbac	Colmore Trial	Cotswolds	CI
21	B.A.R.C.	Race Meeting	Goodwood	C
21-22	S. of Scotland C.C.	Night Rally	Dumfries	C
21-22	B.A.R.C. (Yorkr)	Rally	Pennines	C
21	M.G. C.C. (S.W.)	Trial	Bristol	C
22	Newcastle and D.M.C.	Trial	Newcastle	C
22	Huddersfield M.C.	Trial	Huddersfield	C
22	Nottingham S.C.C.	Trial	Nottingham	C
22	Eastern Counties M.C.	Rally	E. Anglia	C
22	Mid-Derbyshire M.C.	Trial	Derbyshire	C
22	Cemian M.C.	Rally	Chilterns	C
22	M.G. C.C. (Scottish)	Rally	Mid-Scotland	C
22	Wolverhampton and S. Staffs C.C.	Trial	Staffordshire	C
22	Berkhamsted M.C. and L.C.C.	Trial	Chiltern area	CI
22	Cambridge 50 C.C.	Rally	—	C
22	Herefordshire M.C.	Rally	Wales	CI
22	N. Devon M.C.	Trial	N. Devon	C
23-28	R.A.C.	Rally of Great Britain	—	I
25	Lothian C.C.	Gymkhana	—	C
26	Jersey M.C. and L.C.C.	Sprint	Jersey	CI
27-29	Bentley Drivers' Club	Rally	Eastbourne	CI
27	Mid-Antrim M.C.	Trial	Antrim	CI
28	Omagh M.C.	Trial	Omagh	CI
28	Wirral 100 M.C.	Sprint	Rhydymwyn	CI
28-29	Maidstone and Mid-Kent M.C.	Night Rally	Kent	C
28-29	"W.O." Club	Rally	Shipton-under-Wychwood	
28	Riley M.C. (Lowlands)	Rally	Lowlands	C
28	V.S.C.C.	Speed Trial	Silverstone	CI
29	Sporting C.C. of Norfolk	Navigation Trial	Norfolk	C
29	Y.S.C.C.	Trial	W. Yorkshire	C
29	Cornwall V.C.C.	Driving Test	Davidstow	CI
29	W. Hants and Dorset C.C.	Trial	Dorset	C
29	Sunbeam-Talbot O.C.	Trial	Yorkshire	C
29	Horsham and D.M.C. and L.C.C.	Trial	Near Pirbright	CI
29	De Lacy M.C. of Pontefract	Navigation Trial	Yorkshire	C
29	Mid-Cheshire C.C.	Trial	Cheshire	CI
29	South Shore M.C.	Trial	E. Lancashire	C

APRIL

3-5	M.C.C.	Trial	Land's End	CI
4-5	M.G. C.C. (S.E.)	Sporting Trial	Essex	C
4-7	Ulster A.C.	Circuit of Ireland	—	N
4-6	S.S.C.C.	Rally	Glenagles	N
4	Tenby M.C.	Hill Climb	Lydstep	CI
4	Bristol M.C. and L.C.C.	Race Meeting	Castle Combe	CI
4-5	N. Staffs M.C.	Night Rally	N. Wales	C
5	Chester M.C.	Trial	N. Wales	CI
5	Sheffield and H. M.C.	Trial	Derbyshire	C
5	Furness D.C.C.	Trial	Lake District	C
5	Worcestershire M.C.	Rally	Worcestershire	C
6	B.A.R.C.	Race Meeting	Goodwood	I
6	Nottingham S.C.C.	Race Meeting	Nottingham	CI
6	Half-Litre C.C.	Race Meeting	Brands Hatch	C
6	Jersey M.C. and L.C.C.	Sand Races	St. Ouens	C
6	W. Cornwall M.C.	Hill Climb	Trengwainton	CI
11	Armagh and D.M.C.	Trial	Armagh	C
11	Veteran C.C. of G.B.	Rally	Leicester	C
11	750 M.C.	Night Trial	Hampshire	C
11	M.M.E.C.C.	Rally	Wales	CI
12	Bugatti O.C.	Rally	Prescott	C
12	C.S.M.A. (Manchester)	Trial	—	C
12	W. Essex C.C.	Sprint	Boreham	N
12	Hagley and D.M.C.	Rally	Shropshire	C
12	Winfield J.C.	Race Meeting	Charterhall	C
12	M.G. C.C. (N.W.)	Trial	Derbyshire	CI
12	B.A.R.C. (S.W.)	Hill Climb	Brunton	C
12	Aberdeen and D.M.C.	Trial	Aberdeen	C
15-18	Isle of Wight C.C.	Rally and Hill Climb	—	CI
18	London M.C.	Rally	Dorset	C
18-19	M.G. C.C. (Midland)	Rally	Wales	C
18	W. Hants and Dorset C.C.	Race Meeting	Ibsley	CI
18	North of Ireland M.C.	Trial	Londonderry	C
18	M.G. C.C. (Scotland)	Driving Tests	—	C
18	Eastern Counties M.C.	Race Meeting	Snetterton	C
18	Cumberland S.C.C.	Driving Tests	—	C
18-19	Aberdeen and D.M.C.	Trial	—	C

NATIONAL SPORTING CALENDAR . . . . . continued

18	Aston Martin O.C.	Race Meeting	Snetterton	R
18	Herts County Auto and A.C.	Trial	Hertfordshire	CI
18-19	V.S.C.C.	Rally	Bawtry	C
18-19	Sunbeam-Talbot O.C.	Rally	Southport	C
18	Sporting Owner D.C.	Trial	E. Anglia	CI
18-19	Riley M.C. (N.E.)	Team Trial	N. Yorkshire	C
19	Horsham and D.M.C. and C.C.	Trial	Horsham	C
19	C.S.M.A. (Farnborough)	Navigation Trial	Farnborough	C
19	Plymouth M.C.	Rally	Devon	C
19	Coventry and Warwickshire M.C.	Trial	Coventry	CI
19	Falkirk and D.M.C.	Trial	—	C
19	S. of Scotland C.C.	Rally	Dumfries	C
19	Knowdale C.C.	Trial	Lancashire	C
19	Mid-Derbyshire M.C.	Trial	Derbyshire	C
19	Lancashire and Ches. C.C.	Trial	Derbyshire	R
19	Blackpool and Fylde M.C.	Trial	Lancashire	C
19	Bolton le Moors C.C.	Rally	Yorkshire	C
19	Mid-Surrey A.C.	Trial	Surrey	C
19	Morecambe C.C.	Rally	N. Lancashire	C
19	Cambridge 50 C.C.	Sprint	—	CI
19	Citroen C.C.	Rally	Surrey	C
19	Darlington and D.M.C.	Trial	N. Yorkshire	CI
20	Hants and Berks M.C.	Trial	Hampshire	CI
22-25	Isle of Wight C.C.	Rally	S. England	CI
25	Falcon M.C.	Night Trial	Hertfordshire	CI
25	Scottish M.R.C.	Race Meeting	Kirkcaldy	CI
25-26	Stockport M.C.	Rally	N.W. England	CI
25-26	Pathfinders and Derby M.C.	Rally	Derbyshire	CI
25	King's College M.C.	Sprint	Blagdon	CI
25	Newry and D.M.C.	Rally	Co. Down	CI
25	B.A.R.C. (Yorks)	Rally	Scarborough	CI
25-26	Aberdeen and D.M.C.	Trial	Aberdeen	CI
25-26	Rhyl and D.M.C.	Rally	N. & Mid-Wales	CI
26	Exmoor M.C.	Sporting Trial	Exmoor	CI
26	Newcastle and D.M.C.	Trial	Newcastle	C
26	Gosport A.C.	Sprint	Gosport	CI
26	Peterborough M.C.	Trial	Peterborough	C
26	Thames Estuary A.C.	Driving Tests	Southend	CI
26	Edinburgh U.M.C.	Rally	Edinburgh	C
26	B.A.R.C. (Yorkshire)	Trial	N. Yorkshire	R
26	Walsall and D.C.C.	Driving Tests	Water Orton	C

MAY

2-3	Midland A.C.	Rally	Midlands-Wales	C
2	Lloyds M.C.	Rally	Biggin Hill	CI
2	500 M.R.C. of Ireland	Hill-climb	Cairncastle	CI
2	Veteran C.C. of G.B.	Rally and Trial	Yeovil	C
2-3	Lothian C.C.	Rally	—	CI
2	Lanarkshire M.C. and C.C.	Rally	Lanarkshire	C
2	S.S.C.C.	Race Meeting	Turnberry	C
2-3	Sunbac	Rally	Wales	C
2	B.A.R.C.	Race Meeting	Goodwood	C
2	V.S.C.C.	Race Meeting	Silverstone	C
2	N. Staffs M.C.	Driving Tests	Shropshire	C
2	Manchester U.M.C.	Rally	Cheshire	C
2	Bristol M.C. and L.C.C.	Race Meeting	Castle Combe	C
3	Taunton M.C.	Trial	Quantock Hills	C
3	Kentish Border C.C.	Driving Tests	Kent	CI
3	Middlesbrough and D.M.C.	Trial	Cleveland	CI
3	Alvis O.C. (Scottish)	Rally	—	C
3	Grimsby M.C.	Driving Tests	N. Lincolnshire	C
3	Furness D.M.C.	Trial	Furness	C
3	Fylde M.S. Committee	Rally	N. England	C
3	Half-Litre C.C.	Race Meeting	Brands Hatch	C
3	Y.S.C.C.	Sprint	E. Yorkshire	C
3	Morecambe C.C.	Rally	N. Lancashire	C
3	Leicestershire C.C.	Trial	Leicestershire	C
9	B.R.D.C.	Race Meeting	Silverstone	I
9	S. Wales A.C.	Rally	Cardiff and Dist.	C
9-10	S. Caerns M.C.	Rally	N. Wales	C
9-10	Wolverhampton and S. Staffs C.C.	Rally	Malvern	C
9-10	Caerns and Anglesey M.C.	Rally	N. Wales	C
9-10	B.A.R.C. (S.W.)	Rally	N. Devon	C
9-10	Huddersfield M.C.	Rally	Huddersfield	C
10	London M.C.	Trial	Bagshot Heath	C
10	Sporting C.C. of Norfolk	Driving Tests	Norfolk	C
10	C.S.M.A. (Farnborough)	Driving Tests	Farnborough	C
10	Northampton and D.C.C.	Rally	Cotswolds	CI
10	U.H.U.L.M.C.	Driving Tests	Alton	CI
10	Riley M.C. (Highlands)	Trial	—	CI
10	Y.S.C.C.	Sprint	Croft	C
10	Lancs and Cheshire C.C.	Trial	Cheshire	C
10	Riley M.C. (Cardiff)	Rally	Cardiff	C
10	Lytham St. Annes and D.M.C.	Trial	Lancashire	C
9-10	N. Devon M.C.	Rally	N. Devon	CI
13	Hagley and L.C.C.	Rally	Worcestershire	C
15-17	Lancashire A.C.	Rally	Morecambe	N
15-16	Harrow C.C.	Rally	Home Counties	CI
16	Westmorland M.C.	Hill Climb	Barbon Park	CI
16	Ulster A.C.	Race Meeting	Dundrod	I
16	Shenstone and D.C.C.	Trial	Shenstone	C
16	S. of Scotland C.C.	Rally	Galloway	CI
16	N. Staffs M.C.	Sprint	Attingham	CI
16-17	A.C. Owners' Club	Rally	Hertfordshire	C
16	Cumberland S.C.C.	Trial	Lake District	C
16	Herts County A. and A.C.	Hill climb	Hemel Hempstead	C
16-17	W. Hants and Dorset C.C.	Rally	Hampshire-Dorset	C
16-17	M.G. C.C. (Scotland)	Rally	—	C
16	Lagonda Club	Rally	—	C
17	Brighton and Hove M.C.	Driving Tests	Sussex	CI
17	N.L.E.C.C.	Rally	Surrey	C
17	Bugatti O.C.	Hill climb	Prescott	N
17	Riley M.C. (N.W.)	Trial	Cheshire	C
17	Hants and Berks M.C.	Driving Tests	Finchampstead	C
17	Blackpool M.C. and C.C.	Trial	Lake District	C
17	Mid-Cheshire C.C.	Trial	Cheshire	C
17	Plymouth M.C.	Trial	Devon	C
17	Coventry and Warwickshire M.C.	Trial	Cotswolds	C
17	Veteran C.C. of G.B.	Rally	Chester	C
17	Grimsby M.C.	Trial	N. Lincolnshire	C
17	Burnhope and D.M.C.	Rally	Northern Counties	CI
17	Camian M.C.	Rally	E. Anglia	CI
17	De Lacy M.C. of Pontefract	Rally	Yorkshire	CI
17	Severn Valley M.C.	Rally	Wales	CI
17	Torbay M.C.	Driving Tests	Torbay	C
17	Mid-Surrey A.C.	Driving Tests	Redhill	C
17	Cambridge 50 C.C.	Rally	—	CI
22-23	C.S.M.A.	Rally	Staffordshire	C
22-23	M.C.C.	Rally	Edinburgh	C
22-23	Eastern Counties M.C.	Rally	E. Anglia	CI
23	Half-Litre C.C.	Race Meeting	Brands Hatch	I
23	M.G. C.C. (Midland)	Driving Tests	Warwickshire	C
23	Maidstone and Mid Kent M.C.	Race Meeting	Silverstone	CI
23	Winfield J.C.	Race Meeting	Charterhall	N
23	Mid-Antrim M.C.	Rally	Antrim	C
23-24	Aston Martin O.C.	Rally	—	C
23	Newry and D.M.C.	Sprint	Cranfield	C
23	Sporting O.D.C.	Race Meeting	Thruxton	CI
23	Aberdeen and D.M.C.	Race Meeting	Crimond	CI
23	Bristol M.C. and L.C.C.	Race Meeting	Thruxton	C
24	S. of Scotland C.C.	Rally	Galloway	CI
24	Singer O.C.	Driving Tests	Essex	C
24	Cheltenham M.C.	Sprint	Staverton	CI
24	Morgan 4-4 Club	Rally	Midlands	C
25-29	R.S.A.C.	Scottish Rally	—	I
25	Davidstow J.C.	Race Meeting	Davidstow aerodrome	CI
25	B.A.R.C.	Race Meeting	Goodwood	I
25	Falcon M.C.	Speed Trial	Hertfordshire	CI
25	Nottingham S.C.C.	Race Meeting	Nottingham	CI
25	Jersey M.C. and L.C.C.	Hill-climb	Bouley Bay	C
29	Welsh Counties C.C.	Rally	S. Wales	CI
30	Omagh M.C.	Hill-climb	Omagh	C
30	West Essex C.C.	Race Meeting	Boreham	I
30	Omagh M.C.	Hill-climb	Synofin	CI
30	Grimsby M.C.	Rally	N. Lincolnshire	C
30-31	Wirral 100 M.C.	Rally	—	CI
30-31	Sunbeam-Talbot O.C.	Rally	Eastbourne	C
31	Newcastle and D.M.C.	Sprint	Newcastle	C
31	750 M.C.	Driving Tests	Redhill	CI
31	Hagley and D. L.C.C.	Sprint	Worcestershire	CI
31	Y.S.C.C.	Trial	Ilkley	C
31	Pathfinders and Derby M.C.	Driving Tests	Derbyshire	C
31	Sheffield and H. M.C.	Sprint	Bircotes	C
31	Bolton le Moors C.C.	Rally	Lake District	C

JUNE

2-3	Leeds U.U.M.C.	Night Trial	Leeds	C
5-6	Thames Estuary A.C.	Rally	Southend	CI
5	N. Staffs M.C.	Trial	Attingham	C
6	Midland A.C.	Hill-climb	Shelsley Walsh	N
6	Armagh and D.M.C.	Trial	—	C
6	Eight Clubs	Race Meeting	Silverstone	CI
6-7	Hagley and Dist. L.C.C.	Rally	Wales	CI
6-7	Brecon and Dist. M. and M.C.C.	Trial	Mid-Wales	R
6	Hartlepools and D.M.C.	Sprint	Hartlepools	CI
6	B.A.R.C. (S.W.)	Regularity Test	Goodwood	C
6-7	Citroen C.C.	Trial	Southern Counties	CI
6	Bristol M.C. and L.C.C.	—	Castle Combe	C
7	Southsea M.C.	Rally	Surrey-Hampshire	CI
7	Kentish Border C.C.	Rally	Kent-Sussex	C
7	Middlesbrough and D.M.C.	Trial	N. Yorkshire	CI
7	Veteran C.C. of G.B.	Rally	London-Windsor	C
7	Riley M.C. (Lowlands)	Rally	Glasgow	C
7	Sheffield and Hall. M.C.	Trial	Earles	C
7	M.G. C.C. (N.W.)	Driving Tests	Ringway Airport	C
7	South Shore M.C.	Trial	E. Lancashire	C
8	Berkhamsted M.C. and C.C.	Speed Trial	Tewin	CI
13-14	Newcastle and D.M.C.	Night Trial	—	C
13	Ulster A.C.	Race Meeting	Newtownards	C
13	S.S.C.C.	Gymkhana	Falkirk	C
13	Herts County A. and A.C.	Rally	—	C
14	Bugatti O.C.	Hill-climb	Prescott	CI
14	Chiltern C.C.	Rally	Amersham	CI
14	Half-Litre C.C.	Race Meeting	Brands Hatch	C
14	Lancs and Cheshire C.C.	Rally	Cheshire	C
14	Wolverhampton and S. Staffs C.C.	Rally	Wales	CI
14	E. Anglian M.C.	Driving Tests	Wormingford	CI
14	Mid-Surrey A.C.	Sprint	—	C
14	B.A.R.C. (N.W.)	Trial	Derbyshire	C
14	Walsall and D.C.C.	Driving Tests	Walsall	C
18	B.R.D.C.	Race Meeting	Isle of Man	I
18	Jersey M.C. and L.C.C.	Sand Race Meeting	St. Ouens	C
19-20	Cheltenham M.C.	Fuel Economy Run	—	N
20-21	N. London E.C.C.	Rally	West Country	CI
20	M.G. C.C. (S.E.)	Navigation Trial	Surrey	C
20	S.M.R.C.	Race Meeting	Crail	CI
20	Lanarkshire M.C. and C.C.	Night Rally	—	C
20	B.A.R.C.	Race Meeting	Aintree	N
20-21	Furness D.M.C.	Rally	Lake District	CI
20-21	"W.O." Club	Rally	Torquay	C
20-21	A.M.O.C.	Rally	N. England	C
20	Lagonda Club	Rally	—	C
20	Blackpool and Fylde M.C.	Trial	Lancashire	C
20-21	Cambridge 50 C.C.	Trial	—	C
20	Leicestershire C.C.	Trial	Leicestershire	CI
20	Chester M.C.	Sprint	Queensferry	C
20	Bristol M.C. and L.C.C.	Hill-climb	Naish Hill	C
21	Sunbac	Driving Tests	Birmingham	C
21	Exmoor M.C.	Rally	Minehead and district	CI
21	Gosport A.C.	Sprint	Gosport	CI
21	Brighton and Hove M.C.	Trial	Sussex-Dorset	C
21	Ilkley and D.M.C.	Rally	Yorkshire	CI

The remainder of the Calendar will appear next week.

THE SPORT

by

J. A. COOPER

A fine action shot of Eric Brandon in his Cooper at Goodwood; this must be just about the ultimate in four-wheel drifts!

SEASON OF PREPARATION • ARGENTINE G.P. • MONTE CARLO RALLY

THIS is the time of year when, in every country, work is proceeding feverishly on the design, construction and testing of racing and sports cars for the competitions of the coming season. Naturally, there are wide variations in the methods adopted, the degrees of thoroughness with which the problem is tackled, and the state of preparedness or otherwise which has been reached by the present time—or even by the start of the active season. At the one extreme is probably the Mercedes-Benz organization, which has worked hard and continuously on the development of this year's cars since the middle of last year; with them it is a full-time job for quite a number of people, and the most meticulous care is taken over the testing of every modification made and the recording of it for future reference. At the other end of the scale is the one-off amateur-built special, the constructor of which has little if any knowledge of the problems of theoretical design, but pushes on and completes the car with much enthusiasm, extensive use of a welding torch and nothing in the way of a drawing office nearer than the workshop floor and a piece of chalk.

THAT is not intended as a criticism, either; I am only too well aware that some specials are constructed with an immense amount of very scientifically based calculations. I also know to my cost that the most carefully designed car may be beaten by what can only be described as a lash-up, simply because the constructor of the former omitted to take something vital into account, while that of the latter hit happily and accidentally on the right answers. It is, however, undeniable that by a little calculation and drawing before starting work, you can sometimes save yourself an awful lot of fruitless labour in subsequent alterations.

It is a constant source of surprise to me that this is not more fully realized by firms which are, if not exactly household words in the motor industry, at least sufficiently well known and experienced to know better. Of course, the same sort of criticism can be levelled at some of the larger firms; it is not, as a rule, that they do not realize the amount of preparatory work involved, but that they are unable or unwilling to spare either the personnel or the necessary finance to do it on a sufficiently grand scale. In these days of austerity and high taxation they can often not be blamed for this; but, of course, should any subsequent misfortunes occur the reverberations therefrom matter much more than if they had been John Smith working alone in his backyard.

IT is quite certain that the design of a car (even if it is only a development of an existing design) for any one season should be complete by the middle of the previous year; that its construction should be complete by the end of the previous season, and that the entire winter should be spent in developing and testing the machine *ad infinitum*. This is all too rarely achieved or even considered; of course, it can be bettered, as Ferrari showed when he produced and ran in a race a 2½-litre unsupercharged G.P. car (eligible for the 1954 formula) at the end of the 1951 season! And that will unquestionably have been developed and probably altered out of all recognition before the 1954 season is actually upon us. I have no doubt at all that more than one of the Continental firms already has a prototype of a new design for this formula nearing completion if not actually running; and the same principle is equally applicable to sports car racing. In fact, in some ways it is almost more desirable in that field, for not only are some of the races of far longer duration, but also the ancillary equipment carried by a sports car is necessarily more comprehensive than that of the purely racing machine, and the greater the complication the more sources there are of possible trouble.

Anyway, back to the chalk marks, the piece of string and the midnight oil; there are only eleven weeks to the first Goodwood meeting!

ON Sunday next comes the first Grand Prix race of the 1953 season—the Argentine G.P. at Buenos Aires. This will be most interesting, as it will give some indication of the amount by which some of the international protagonists have been able to develop their formula 2 designs during the close season since last September; it is unlikely that any entirely new designs will have emerged, in view of the fact that this formula has only the one season left to run.

However, it is fairly certain that the cars will be at least slightly faster than those of last year. As far as the contestants in this particular race are concerned, Ferrari have entered four cars, to be driven by Ascari, Villoresi, Farina and Mike Hawthorn; Maserati will probably also be represented by four cars, and the big question at the moment is—will Fangio be pronounced fit enough to run? He has been practising on the circuit at relatively low speeds in a pre-war Alfa Romeo, and his doctors are examining him frequently before making a final de-

THE SPORT . . . . . continued

cision; he injured the top of his spine in an accident at Monza last June, and has not driven in competition since that date. The other Maserati drivers are his compatriot Gonzalez, Bonetto, and possibly the Argentine driver Oscar Galvez.

From France come the Gordinis, four with 2-litre engines and a single 1½-litre. Of these, three will be driven by Manzon, Trintignant and Behra, the last-named now happily completely recovered from the injuries received in his accident during the Mexican road race in November last. The other two Gordinis will be entrusted to Argentine drivers. Britain's sole representatives in this race will be three Cooper-Bristols, and they will be in the hands of John Barber (with the new model), Alan Brown, and a South American driver. It will be interesting to see how the relative capabilities of the various *marques* compare after the winter's work; it will be remembered that in the last two races of last season the Maserati showed itself slightly faster than the Ferrari, although its road-holding was not so good. Will this be remedied now—or will the Ferraris have found more power, to enable them to keep up their supremacy? The Gordini, too, was very fast but none too easy to handle, and it is certain that Amedée Gordini has been working on the chassis to improve it from that angle. Sunday's race will give a pointer to the answer to all these queries.

THEN, of course, on Tuesday next the "Monte" starts, and off we all go again in that fascinating traditional scramble down to the Mediterranean. I always think that it would be a wonderful setting for a horror story of the ghost variety; how something in the order of four hundred cars and crews went up a mountainside in a blinding blizzard at the middle of January—and none of them ever came down the other side! Moreover, when the rescue teams reached the mountain top, they found all the vehicle tracks (well snowed over, of course) ceased at the same spot, with nothing to show what had become of them—and nothing was ever discovered. But I'd better stop there, before I get really worried myself!

This year's event is very open indeed, as in fact the Monte usually is. So much depends on the weather conditions, and these can change so completely during the time taken for the long procession of cars to pass a given spot, that nothing can ever be regarded as "in the bag" beforehand. Even the best of drivers is helpless if faced with a complete blockage of a narrow mountain road by other cars; it may take only five or ten minutes to clear away, but that is quite long enough to make all the difference between success and failure. But if conditions are not too bad, and a good number get through to Monte Carlo clean, then obvious possibles in the regularity test are Sydney Allard, last year's winner; the Delahayes of Crovetto and Cotton; Chiron's Lancia Aurelia; Becquart's Jupiter; the Sunbeam-Talbots of Moss, Johnson, Imhof and the rest; and although the Mark VII Jaguar is perhaps not the most suitable car for this circuit, yet Ian Appleyard is always a force to be reckoned with. But so you can go on and on—and now I have no doubt that the winner will be someone entirely different!

LAST weekend Mhr. Jacques Lioni, a member of the organizing committee responsible for the Tulip Rally (scheduled this year for April 26—May 2), was in London making some arrangements in connection with the British entrants and starting point. This should again be a good rally this year, as it has been for several years past; the road section will be a bit shorter this time, but the special stages will no doubt be at least as difficult as ever. It is to be hoped that a good British entry will result; last year last-minute currency difficulties caused the cancellation of the plans of many would-be entrants, and I hope that nothing of that kind mars the 1953 edition.

IT takes more than fog and ice-covered roads to interfere with the Sunbac annual party, the twenty-eighth of which erupted at Sutton Coldfield on Thursday, January 8. The president, E. K. Summer, had a large gathering of over 250 to endeavour to keep in order, and the Mayor and Mayoress of Sutton Coldfield, Councillor and Mrs. W. F. Taylor, were the guests of honour. There were only two speeches, that of the president welcoming the guests, and the mayor's response. The club was founded in 1908, and now has a membership of over 600. Dancing followed and was enlivened by the appearance of three unknown but brilliant ballerinas whose names apparently are Rawlinova, Traceyski and Waldronovska. The gale of laughter which greeted this cabaret turn actually dispersed the fog, so that homeward journeys were less arduous than expected.

LOUIS ROSIER, champion of France, has had a beautiful streamlined coupé body built on one of the competition 750 c.c. Renault chassis. With lines resembling the Porsche's, this body was built in Italy, and is reported to be over 1½ cwt lighter than the standard article. The car is equipped with knock-off wire wheels, and weighs 10 cwt complete; it is intended that it should be raced in the Sebring event in the U.S.A., and later at Le Mans and elsewhere. There is even talk of a limited production of this model, which would be nice to see.

THE latest addition to the list of trophies for the 1953 season is one for the 1½-litre sports car class, in which competition is growing increasingly keen. H. J. Goldschmidt, of Performance Cars, The Windmill Garage, Great West Road, Brentford, Middlesex, is putting up a trophy, together with an annual replica, to be awarded to the driver of an unsupercharged sports car of not more than 1½-litre capacity who scores the most points in club, national and international events during the season. This will be accompanied by cash prizes of £25 to the first man, £10 to the second, and three more of £5 each for the following three places. Any holder of a British competition licence is eligible to compete; further details of the points marking system will be announced in the near future.

COMING SHORTLY

JANUARY 16.—Sheffield and Hallamshire M.C. Annual dinner and dance, Grand Hotel, Sheffield.
17-18.—King's College M.C. Allendale Rally, Union Society, King's College, Newcastle-upon-Tyne, 2 p.m.
18.—Argentine G.P.
18.—Hants and Berks M.C. Point to point trial, Links Hotel, Liphook, Hampshire, 12 noon.
18.—Leicestershire M.C. Social run, Lee Street Car Park, Leicester, 2.30 p.m.
19.—Oxford M.C. General meeting, George Restaurant, George Street, Oxford, 7.30 p.m.
20.—N. London Enthusiasts C.C. Annual general meeting and film show, Green Man, 128, Hale Lane, Edgware, Middlesex, 8 p.m.
20-27.—Monte Carlo Rally. (Glasgow start: Royal Scottish A.C. headquarters, Blythswood Square, Glasgow, C.2, 12.58 to 2.45 p.m.).
22.—Fiat 500 Club. Annual general meeting, Red Cow Restaurant, Hammersmith Road, London, W.6, 8 p.m.
22.—Harrow C.C. Annual dinner and dance, Tithe Farm House, Eastcote Lane, South Harrow, Middlesex, 7.15 for 7.45 p.m.
24.—Cornwall Vintage C.C. Annual dinner, Hotel Bristol, Newquay, 7 for 7.30 p.m.
25.—Maidstone and Mid-Kent M.C. Annual dinner and dance, Tudor House, Bearsted, Maidstone, Kent, 7 for 7.30 p.m.
25.—Manchester University M.C. Howarth Trophy Rally, Five Ways Hotel, Macclesfield Road, Hazel Grove, Cheshire, 10.30 a.m.
25.—East Anglian M.C. Winter Rally, annual general meeting and film show, Bull Hotel, Halstead, Essex.
25.—Herts County A. and A.C. Winter Cup Trial, Platts Garage, West Street, Marlow, Buckinghamshire, 11 a.m.

CLUB NEWS

Herts County A. and A.C.—Closing date for entries for the Winter Cup Trial (Sunday, January 25) is January 21; these should be sent to D. T. Russell, 18, Queens Road, Watford, Hertfordshire.

B.A.R.C.—Midnight seems always to have a certain distinction, and the B.A.R.C. have successfully made use of it for their midnight film matinées, held at the Curzon Cinema, Curzon Street, Mayfair, London, W.1. On Friday, February 6, the first of this year's shows will be held, with repeat performances on Wednesday, February 11, and Friday, February 13, starting at 11.15 p.m. Spectators are kept fully entertained until 1.30 a.m. the following morning, with a programme which includes various Goodwood and Silverstone races; it is even hoped that a pre-view of a film of the 1953 Monte Carlo Rally will be shown. Tickets are 7s 6d each, for members and friends. Applications to the general secretary, H. J. Morgan, B.A.R.C., 55, Park Lane, London, W.1.

Seven-fifty M.C.—Enthusiasm and money—or the lack of it—are often irreconcilable, especially where motor racing and general competition work are concerned. But the 750 brigade has been able to bring about a truce between the two, and has even made them shake hands. Without losing any of the fun of competition, the 750 c.c. formula enabled owners of aged and Lilliputian cars to race against each other. Now the 1,172 c.c. formula, for competition cars with Ford Eight or Ten engines, has been devised for the benefit of the amateur constructor-tuner with very limited resources. Modifications to the engine must not include supercharging, conversion to o.h.v., reversal in function of the inlet and ex-

John Wyer, competitions manager, and David Brown, managing director, of Aston Martin, Ltd., with Geoff Duke at the official signing of the contract between Duke and the company for the sports car races in 1953.

haust ports or the dividing of the siamesed inlet ports. The standard stroke of 92.5 mm must not be exceeded, nor the Ford Ten standard bore; standard camshafts must be used unaltered. Everything, in fact, in the formula helps to ensure a generally equal expenditure by all intending competitors within its limitations. Not only does this foster real competition on more equal terms, the real spirit of the game, but also encourages the resourcefulness and ingenuity of the tuner. These regulations are available from J. S. Moon, 21, The Grove, Addlestone, Surrey, who will be glad to answer any queries concerning them.

Aston Martin O.C.—With a full programme of new motoring films and "comics," the third London film show will be held at the British Council cinema, Hanover Square, London, W.1, at 8 p.m. on January 28, with a noggin before and a natter afterwards at Verrey's (ground floor) Regent Street, London, W.1. (Reservation programmes, 3s 6d each, from George Taylor, Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey.)

Leicestershire C.C.—Annual general meeting: Bell Hotel, Humberstone Gate, Leicester, January 27, 7.45 p.m. Members intending to take part in the "constitutional" on January 18, should arrive at Lee Street car park, Leicester, at 2.30 p.m. on four wheels, with bicycle clips, string, a 2lb jam jar, a 2ft square of cloth (type unspecified) and a pencil. Although brains are said to be unnecessary, as an Ordnance Survey map of Leicester and district is part of the essential equipment, the former will probably be needed. Arrangements have been made for tea.

Yorkshire S.C.C.—In past years, organizers of the Yorkshire Rally have supplemented the extensive road course of the event with special tests and "similar diabolical methods" of resolving ties; but these tests have always been left unused, the road section having determined the final result. This year, therefore, on February 13-14, the 450-mile road section only has been planned, and no tests are published in the regulations. Starting from Harrogate at 9 p.m. on the Friday evening, competitors will run in two classes, up to 1,510 c.c., and over 1,510 c.c. In the course, which wanders over main and secondary roads of the North Country and occupies the whole night, there will be regularity sections between some of the time controls. Invited clubs: B.A.R.C., Lancashire, Lancashire and Cheshire, M.G., N. Midland, Nottingham S.C.C., Sheffield and Hallamshire. (Entries close February 2; G. P. Mosby, Staircase Farm, Bramhope, Leeds.)

Lancia M.C.—A film show and social evening has been arranged for Friday, February 13, at the Grosvenor House Hotel, Kidmore Road, Caversham, near Reading, Berkshire, 8 p.m. Enquiries to F. G. Barkway, 5, Mark Road, Wood Green, London, N.22.

Chiltern C.C.—Tickets for the annual dinner and dance, Bull Hotel, Gerrards Cross, February 6, are available from B. L. Sellman, 4, Parsonage Place, Amersham, Buckinghamshire, at £1 5s each.

Caernarvonshire and Anglesey M.C.—The Aggregate Cup for 1952 has been awarded to W. N. Owen, who has now moved from the secretaryship to the chairmanship of the club. Honorary secretary is now I. Campbell-Blair, Drws-y-Coed, Menai Bridge, Caernarvonshire.

Cambridge University A.C.—The Lent Term Rally (February 7-8) has a 400-mile road section which journeys through Yorkshire, Durham and the Lake District. This rally presents something of a challenge, for no competitor has yet completed the course without loss of marks; no time is given away by organizers of the road section, and the last two events have coincided with really tough weather conditions of the Monte Carlo variety. Starting points: Leeds and St. Neots, Huntingdonshire. Regulations are available from J. D. Scott, 17, Botolph Lane, Cambridge. Invited clubs: London, Yorkshire S.C.C., Manchester University, Sunbac, Lancashire and Cheshire, B.A.R.C.

Manchester University M.C.—Members competing in the Howarth Trophy Rally on January 25 will have an energetic day's motoring. With five time controls to be sought out by map references navigators will have to plot their own course from one check to the other; distances between controls will be printed on the route card, and will be assessed by organizers on the shortest practicable route and time. Starting from the Five Ways Hotel, Macclesfield Road, Hazel Grove, Cheshire, at 10.30 a.m. the entry will run in two classes: 1,100 c.c. cars have to maintain an average of 26 m.p.h., and 1,101 and over, including supercharged cars, 29 m.p.h. (Entries close January 22; D. F. G. Clegg, 230, Bramhall Lane South, Bramhall, Cheshire.)

East Anglian M.C.—The popularity of the marshal's job rises and falls with the barometer. On a sunny racecourse it is quite a pleasant occupation; but the marshal who has to wait for hours by a five-barred gate, with only a biting wind and his stop watch to keep him company, has a task nobly—and sometimes thanklessly—undertaken. With this in mind, the three-man team that has organized the Winter Rally (January 25) has planned the event to reduce to the very minimum the number of marshals required. Running in two classes—open and closed—competitors will have four timed compulsory controls. In addition, there are six controls of passage, which are marshal-less; times of collection at a specified post box will have to be noted, the aggregate number of miles on a multi-armed signpost, the number on the top of a fire hydrant, and so on.

The course, which requires some hard work by navigators, covers nearly 100 miles of main and secondary roads, and two simple driving tests will sort out any ties. A staggered start will be used, from the Bull, Long Melford, Suffolk, competitors leaving there from 12 p.m. onwards. (Entries close January 22; E. S. Ridley, 14, Albert Crescent, Bury St. Edmunds, Suffolk.)

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ISLEWORTH - MIDDLESEX

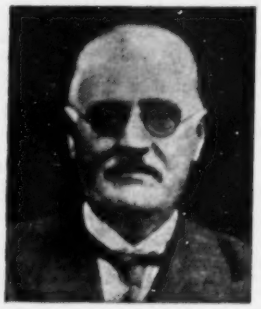
In Brief

A Ford service exhibition will be held from February 16 to 21 at the Dispatch Motor Co., Ltd., Southwark, London, S.E.1.

Service weeks with the accent on Regent lubrication (Marfak and Havoline) will be held from January 19 by Eastgate Motors, Hornsea, Yorkshire, and Peck and Packer (Wimblington), Ltd., Wimblington, Cambridgeshire. These lubricants are products of the Regent Oil Co., Ltd.

Mr. John Oldham, O.B.E., J.P., chairman and joint managing director of Oldham and Son, Ltd., of Denton, Manchester, left for South Africa last week for discussions in Johannesburg with his firm's associate company, Oldham and Son, Africa, Ltd., of which he is also chairman. In addition to Johannesburg, Mr. Oldham's itinerary will include Durban, Port Elizabeth, and mining centres in Southern Rhodesia. He will return to England at the end of March.

It is with regret that *The Autocar* records the death of Mr. John de Looze at the age of 80 years. Mr. de Looze was appointed secretary of the Rolls-Royce company at its foundation in 1906. His previous association with the firm dates from 1893 when he was engaged by F. H. Royce and Co. as cashier. In his



Mr. John de Looze.

50 years' association with the company he played an important part in the early and formative years as well as helping to build it up to its present position. He retired from active association with the company in 1943 but after that he maintained close contact by his regular attendance at annual general meetings.

In the recent Pan-American race in Mexico the first five finishers in the production car class were fitted with Firestone tyres. The winning Lincoln's average speed of 90.96 m.p.h. for over 21 hours indicates the service demanded from these components.

To mark the occasion of the retirement of Mr. George Hiley, after 46 years' service with the Vacuum Oil Co., the directors gave a dinner at Sheffield. Previously engaged in the company's Leeds office, Mr. Hiley has been the company's representative in the south Lincolnshire area for the last 33 years, and through his widespread popularity with farmers he has done much to further agricultural mechanization.

Mr. David Cairns retired at the end of last year after 20 years with the Dunlop company. Aged 65, Mr. Cairns was district manager for tyres at Belfast, and he has been succeeded by Mr. G. C. K. Pennell, who had previously been assistant sales manager for the South of England, working from London.

A new factory is being built at Campinas, near Sao Paulo, Brazil, by the Dunlop company, who were first established in Brazil in 1913. Tyres and other products will be available from this factory by the end of the year. The necessary machinery is being shipped from the United Kingdom.

Mr. R. A. Bishop, who has recently taken over additional duties with the Nuffield Organization.

Mr. R. A. Bishop has now been appointed general manager of the Nuffield Press, Ltd., at Cowley, Oxford. This follows the resignation, for health reasons, of Mr. J. D. P. Hewatt. In addition to his duties at the Nuffield Press, Mr. Bishop will continue as general publicity manager of the Nuffield Organization.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16525. 1948 13.2 h.p. Tatra.
"C.S."—Hints on improving pulling power and acceleration. Information on valve and ignition timing, maximum speed and fuel consumption. Handbook in English wanted.

No. 16526. 1938 Talbot Ten.
"L.T."—General information and advice on replacing worn hub bearing; also a handbook.

No. 16527. 1949 Morris Minor.
"A.M.L."—Details as to performance, fuel consumption and engine life between major overhauls when fitted with a supercharger.

No. 16528. 1933 12 h.p. Citroen.
"D.E.P."—Hints on maintenance and a handbook.

No. 16529. Engine Conversion.
"N.J.G."—Hints and what snags to look for in fitting Ford Ten engine in 1937 Le Mans Singer Nine chassis.

No. 16530. 1939 14 h.p. Mercedes-Benz.
"P.B.B."—All possible information, maintenance details and a handbook.

No. 16531. Handbooks Required.
"F.R.H."—1948-49 Mark III Hillman Minx workshop manual.
"W.R.B."—1934 Daimler Fifteen
"G.E.S."—1936 Rover Fourteen.
"I.B.L."—1936 Rover Fourteen.

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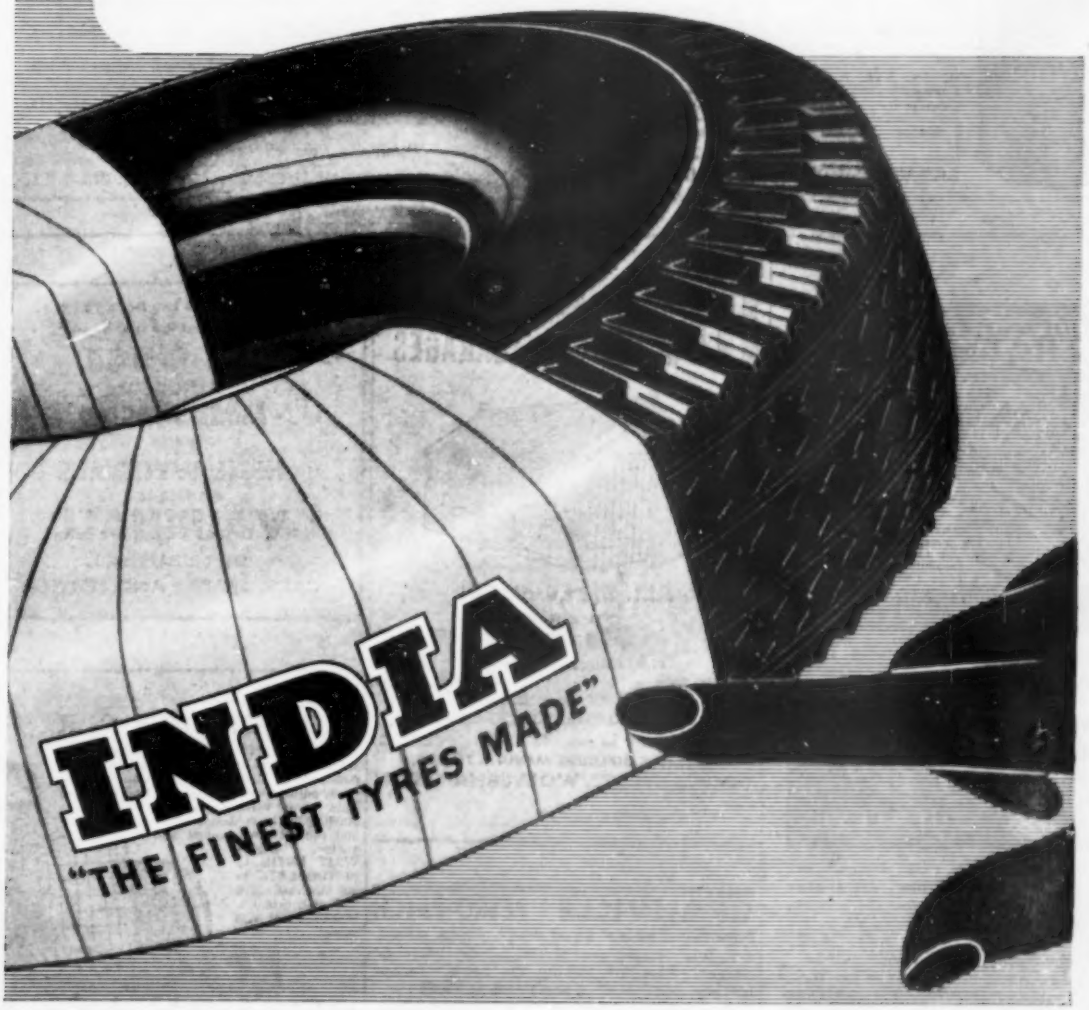

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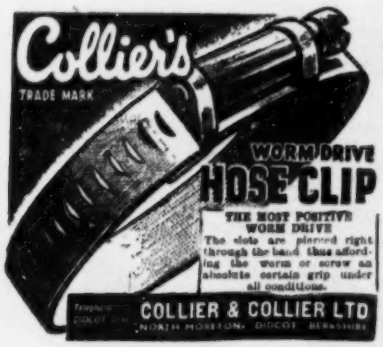

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1948 **Allard** foursome drophead coupe, 27,000 miles, **£425.**

1936 **Bentley** 4¼-litre foursome drophead coupe by Park Ward, black, brown leather. £600 overhaul by makers 1950, **£995.**

1936 **Rover** 12, black, blue lthr., **£225.**

1952 **Austin** A/40 sports convertible, 4,000 miles, **£800.**

1951 (Nov.) **Jaguar** Mark VII, 6,000 miles, heater, radio, etc., **£1,575.**

1946 **Ford** Anglia, choice of three, **£250.**

1951 **M.G.** 1½-litre saloon, 14,000 miles, **£750.**

1938 **Rover** 12, perfect condition, **£400.**

1938 **Bentley** 4¼-litre Park Ward saloon, **£1,500.**

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VANGUARD Estate, leather, heater and o/drive, 200 miles only	£1,025
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1951 **TRIUMPH** Mayflower, 8,000 miles	£650
1950 **HUMBER** Hawk saloon	£725
1950 **MORRIS** Minor saloon, heater and radio	£525
1948 **STANDARD** 14 coupe	£395

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1937 **TRIUMPH** 16 h.p. 2-litre Vitesse saloon, black, good tyres, excellent mechanical condition. Clean and sound	£165
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1947 **STANDARD** 8 saloon	£325
1947 **HILLMAN** Minx saloon	£395
1948 **STANDARD** 14 saloon	£475
1949 **VAUXHALL** Velox saloon	£495
1949 **MORRIS** Minor saloon	£475
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1951	HUMBER Super Snipe	1,627	975	652
1951	HUMBER Hawk Saloon, radio and heater	1,129	795	334
1950	HUMBER 27 Imperial Saloon	2,171	1,375	796
1949	JAGUAR 3½ S/Saloon	1,263	795	468
1949	JAGUAR 3½ Mk. V S/Saloon	1,263	995	268
1950	JAGUAR 3½ Mk. V S/Saloon	1,537	1,095	442
1951	JAGUAR XK.120	1,759	1,475	284
1952	JOWETT Javelin Saloon	1,207	895	312
1951	M.G. T.D. II	825	695	130
1951	M.G. 1¼ Saloon	989	775	214
1950	MORRIS Six Saloon	997	695	302
1951	RILEY 2½ Saloon	1,642	1,145	497
1949	ROVER "75" P.3 Saloon with radio	1,106	925	181
1951	ROVER "75" P 4 Saloon	1,487	1,095	392
1951	STANDARD 18 Vanguard Saloon	919	675	244
1952	SUNBEAM-TALBOT 90 Convertible	1,393	1,075	318
1950	SUNBEAM-TALBOT "90" Drophead Coupe ..	1,054	825	229
1950	SUNBEAM-TALBOT 90 Saloon	1,054	795	259
1951	TRIUMPH Renown, with radio and heater	1,440	825	615
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BOURNEMOUTH, The Square Telephone: Bournemouth 6314
BRISTOL, Cheltenham Road Telephone: Bristol 21326
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

GUY SALMON AUTOMOBILES offer:—

1950 A.C. 2-litre saloon, most superb condition, just passed out by the factory.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1948 (October) A.C. fitted timber brake body, almost new tyres; best over £400.—Box 4562. [6683

THE makers of the A.C. Buckland sports tourer have one only new and unregistered 1953 model, grey with blue leather; other orders accepted for 6 months' delivery; exchange or terms.—Buckland Body Works, Ltd., Buckland, Herts. Tel. Buntingford 87. [6830

A.C. Cars Wanted

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

ALFA-ROMEO

L. F. WARD, Ltd.

1952 Alfa-Romeo 1900 saloon, 6,000 miles, radio, heater, loose covers, windscreen spray; the whole car is in immaculate condition.

L. F. WARD, Ltd., Hanover Court Yard Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0913/R

PERFORMANCE CARS, urgently require Alfa-Romeo's. —Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge Byfleet 520. [0124/R

ALLARD

H. F. EDWARDS & Co., Ltd., offer:—

£395—Allard sports 2-seater (registered December, 1949), finished gunmetal grey with red leather disappearing hood, radio, most attractive and distinctive car, written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

RICHARDS & CARR, always best value.

1950 saloon, grey, superb throughout; £595.

1949 drop head, many extras, Ming blue; £475.

1947 K.1 2-seater sports; £275.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949—Allard foursome coupe, £350.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1050

BARTLETT.—Allard (June, 1952) drop head, 5,000, cost approximately £1,900; bargain, £995.—27a, Pembridge Villas, W.11. [C1013

Allard Cars Wanted

BARTLETT, the Allard Buyers, 27a, Pembridge Villas, W.11 [W1015

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988/R

PRIVATE purchaser requires Allard saloon; £500.—2, Chestnut Close, N.14. Palmers Green 7052. [6972

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 70

Allard Cars Wanted

ALLARD wanted, £200 cash.—R. Mainwaring, Great Buckhurst, Sedlescombe, Sussex. [6860

PERFORMANCE CARS, urgently require Allard's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALLARD standard d/h, 1949-50, good condition essential; state full particulars, mileage, price, etc.—Colenso, Church Terrace, Probus, Cornwall. [7014

ALVIS

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp utility, very attractive low built body; £49.

B. J. HUNTER, Ltd., 32 Cricklewood Broadway, N.W.2 Tel Gladstone 6305. [C2040

BROOKLANDS: Alvis Distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp sports 2-seater, extras.

1948 Alvis 14hp saloon, radio, heater.

1948 Alvis 14hp Tickford coupe, radio.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

ALVIS 17hp 1934, condition very good throughout; £125.—K.O. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1 Sloane 1004. [6871

1937 model Alvis Speed 25 tourer, finished in black, fitted heater and new hood, this car has an excellent history; £375.

BREW BROTHERS, Ltd., 153 Old Brompton Rd., S.W.7. Kensington 2468. [6006

1940 Alvis 12/70 Mulliner saloon, black, works maintained, extras; £435.—Tel. Amb. 7528. [6978

PRIVATE buyer requires Alvis 12-70 coupe or open 4-seater, similar type of car considered if attractive.—Particulars please to Box 4690. [7046

1947 Alvis 14hp foursome coupe, superb condition throughout; £755.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [C2050

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0889/R

1950 Alvis 14hp saloon, maroon, heater, wireless, loose covers, mats, excellent condition, one owner; further particulars—County Motors (Carlisle), Ltd., 14, Botchergate, Carlisle. Tel. 24567/8. [6669

£150—Speed 20 sports saloon, excellent condition, with invoices for engines rebuild, fitted I.f.s., P.100 lamps and many extras. Alvis spares and repairs. —Alton Garage (Bayswater), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 5952. [C1007

£295!!!—Alvis Speed 25 Charlesworth sports saloon, 1937, in black, mechanically this car is one of the best speed models we have handled; performance is quite exceptional with light but positive steering, magnificent road holding and an acceleration which is fairly breath-taking; must appeal to Alvis enthusiasts requiring something with a genuine turn of speed.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

£425.—1940 Alvis 12/70 sports saloon, grey, red leather, immaculate.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ALVIS 14 1948, coachbuilt Duncan bodywork, immaculate condition, maintained regardless of cost, H.M.V. radio, photo, on request; 650gns.—Kelly, 125, West Regent St., Glasgow. [6938

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941/R

ALVIS 1937-39 17 or 25hp saloon.—R. Burton, Sutton-on-Trent, Notts. [7058

WANTED, good Alvis or M.G. drop head or tourer, 12-20hp.—Box 4687. [7020

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

PERFORMANCE CARS, urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

1952 Alvis 3-litre saloon, low mileage, in exchange for a rare and very attractive 1951 Riley 2½-litre foursome drop head coupe, in immaculate condition.—Box 4711. [718

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

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SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel 5501. 'Grams. Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Sales and Service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241-2. [84053/R

AMERICAN CARS

SIMPSON'S MOTORS offer:—

RHD 1952 Buick Super Riviera saloon, Venetian blue, approx. 8,000 miles.

RHD 1952 Nash Rambler estate wagon, all extras, maroon, approx. 5,000 miles.

RHD 1949 Pontiac saloon, all extras, burgundy and fuchsia, low mileage.

RHD 1949 Hudson Six saloon, all extras, colour black and silver, low mileage.

RHD 1949 Chevrolet saloon, all extras, colours dual grey, low mileage.

RHD 1947 Plymouth saloon, fitted with all extras, colour black.

1952 Studebaker Champion saloon, all extras, colour pale green.

1951 Oldsmobile Rocket convertible, all extras, approx. 3,000 miles.

1951 Pontiac hydramatic saloon, all extras, colour black, approx. 7,000 miles.

1951 Chevrolet saloon, all extras, approx. 900 miles.

1951 Chevrolet saloon, all extras, dual green, approx. 2,000 miles.

1951 Chevrolet saloon, all extras, colour metallic blue, approx. 4,000 miles.

1950 Buick Super Riviera sedan, approx. 1,800 miles, colour ivory and sierra rust.

1949 Oldsmobile 76 saloon, hydramatic drive, fitted all extras.

1949 Plymouth saloon, fitted with all extras, colour black.

1949 Chevrolet saloon, fitted with all extras, colour blue.

1949 30 Chevrolet, approx. 2,000 miles only, damaged body, suitable for building utility.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [4028

METCALFE & MUNDY always have a good selection of post-war American cars; we are always interested in purchasing good condition post-war American cars.

BUICK saloon delivered new in March, 1952.

FOR full details see under classifieds.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [3064

1950 Cadillac 62 special sedan, radio, heater, beautifully maintained, a most luxurious car; £3,335.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6809

I AM willing to sell my supercharged American Graham-Paige to a discerning buyer; this car is probably the only car in England which has not been overhauled from bumper to bumper, with a stack of bills to prove it; it has just not been used much, and is consequently absolutely like new.—280, Ewell Rd., Surbiton, Surrey. Elmbridge 8940. [7149

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

AMERICAN post-war car required.—Bartlett, 5, Widdicombe Ave., Parkstone, Dorset (Canford Cliffs 77164). [8706

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley 18hp Lancaster saloon, black, in showroom condition; £925, one week's free trial, guaranteed.—184, Gt. Portland St., W.1. Museum 1001. [C3039

GUY SALMON AUTOMOBILES, offer:—

1952 Armstrong Siddeley Whitley, H.M.V. radio, 12,000 miles, faultless condition; £1,095.

1950 Armstrong Siddeley Lancaster saloon, 19,000 miles (not ex-hire car), immaculate condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Armstrong Siddeley Hurricane foursome drop head coupe, cream and red, radio, heater, plaid loose seat covers, manual type gear box, coachwork and tyres excellent; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

BROOKLANDS: Individuality, new and used cars.

1952 Armstrong Hurricane coupe, 1,500 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1949 (July) Armstrong Lancaster saloon, black, brown leather upholstery, fitted radio, first-class condition throughout; £725.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [C3004

1952 Hurricane, mileage 2,000, as brand new, Langham grey, dual fog lamps; £1,000.—Box 4712. [7167

1950 Hurricane, new tyres, perfect condition, mileage 15,000, dual fog lamps; £650; seen London.—Tel. Kensington 6642. [7166

1952 Armstrong Whitley, 6,000 miles, immaculate condition; £1,095.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6805

1949 Armstrong Siddeley Lancaster saloon, blue, in very good running order; £550.—Wemoley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1951 (Sept.) Armstrong Whitley, black, 13,000 miles, one owner, chauffeur maintained and serviced, fitted radio; £950.—Warburton, Rufforth Hall, York. [6917

1953 Armstrong Siddeley Hurricane coupe, 200 miles only, over £350 under list.—Green & Zonis, Ltd., 246/252 & 232, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

445gns.—Armstrong Siddeley, 1947, Lancaster 4-door saloon, black, sliding head, manual gear change, radio, heater excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£595!!!—Late 1949 Lancaster 4-door saloon, with 18hp engine, giving greatly improved performance, equipped with every refinement, D.R.H. Trimatic radio, air conditioner, Tygan loose seat covers, fastidiously maintained by one owner and serviced since new by distributors (bills produced).

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH.

ROWLAND SMITH's, the Armstrong buyers.—Hampstead High St. (Hamp. Tube) Ham. 6041. [0916/R

PRIVATE purchaser requires Armstrong Lancaster.—Details and price to Box 4596. [6862

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

7-SEATERS 1938/39 Limousines required. 17hp/25hp, privately owned, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

H. F. EDWARDS urgently require good Armstrong-Siddeley for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., W.1. Langham 0012. [W2003

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG Siddeley owners, complete overhauls, service; 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

Armstrong Siddeley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0662/R

CENTRAL GARAGE Croydon distributors for Armstrong Siddeley cars, sales spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [C1042/R

ASTON MARTIN

BROOKLANDS: Aston Martin Distributors; buy or sell your car.—103, New Bond St., London, W.1. [C1029

1933-4 Le Mans Aston Martin, 1½-litre, short chassis, extremely good; £325.—5a, Aboyne Drive, S.W.20. Malden 3057. [7172

ASTON MARTIN 1½-litre Le Mans 2-4-seater, short chassis, good condition; offers around £300.—Chandler, Northalds, Beechwood Rd., Beaconsfield, Bucks. Tel. 664 [7004

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196/R

AUSTIN SEVEN

DICKS.

1935 Austin 7 Nippy sports 2-seater, most attractive car; £145.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

AUSTIN Big 7 1938 recd., engine, new battery, good tyres; £245 o.n.o.—Bow 4311. [7012

1939 Austin Big 7 saloon, blue with blue leather, one owner recently overhauled; £225.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056

£245!!! One private owner since new, 1938 Austin Big 7 4-door sun saloon, total mileage 32,000 only; this car is a beautiful original specimen.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

175gns.—Austin 7, 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

AUSTIN EIGHT

B. J. HUNTER, Ltd., offer:—

1948 series Austin 8 saloon, really as new, meticulously maintained; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1947 Austin 8; £425.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2035

OCTOBER (1947) 4-door de luxe saloon, grey/green, brown interior, excellent condition; £295.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

CAMBRIDGE.—1947 (Nov.) green 4-door saloon, chauffeur maintained; £395.—3, Huntingdon Rd. [7148

1947 Austin 8 saloon, one owner, faultless; £395.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054

1947 sun saloon, black/brown, immaculate, any test; £300, consider £150 down, balance monthly.—7, Radcliffe Rd., Croydon 1503 (private). [C2041

NAYLOR & ROOT.—1947 Austin 8 sun roof saloon, black, brown hide, beautifully maintained, £345; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1946 (Sept.) Austin 8 4-door saloon, meticulously maintained, works reconditioned engine, newly respayed, 5 new tyres, one owner, any trial; £320.—George, 71, Victoria Rd, Manchester, 16. [6998

365gns.—Austin 8, 1947 de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, moderate mileage, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—267, Euston Rd., N.W.1. Euston 1212. [0952/R

REQUIRED immediately, good Austin 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R

AUSTIN TEN

RUSSELL MOTORS offer:—

1946 Austin 10 de luxe saloon, 30,000 miles; £365.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

1947-8 Austin 10 saloon, one owner; £375.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£165.—1939 Austin 10 de luxe saloon, terms.—Autoships, 5, Balham High Rd. Balham 1509. [C1000

1939 Austin 10 saloon, guaranteed, £230; payments. —Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

1946 Austin 10, two splendid cars; from £330.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£255.—1939 Austin 10 Cambridge saloon, black, excellent original condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [7137

1947 Austin 10 sun saloon, superb condition, one owner; £375.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

£395.—1947 Austin 10, reconditioned engine, coachwork and interior unmarked; terms, exchanges. —G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

ROSE & YOUNG, Ltd., offer 1947 Austin 10hp, immaculate, black; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

245 gns.—Austin 10, 1939 model, Cambridge de luxe saloon, maroon, sliding head, maroon leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

Austin Ten Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham.6041. [0920/R

REQUIRED immediately, good Austin 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

AUSTIN A40

ACRES offer:—

1952 Austin Somerset saloon, finished in pastel green, with light fawn leather upholstery, heater, radio and seat covers, speedometer reading 8,000 miles, carefully maintained and indistinguishable from brand new; first £745 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

J. DAVY offers:

1951 Austin A40, grey/blue hide, heater, sliding roof, one owner; £575.

1951 Austin A40 sports, cream, radio, heater, 10,000 miles; £795.

180 Kensington High St., W.8. Western 9641. [C1069

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A40 Somerset saloon, heater, 3,000 miles; £715.

1951 Austin A40 Devon saloon, heater, 7,000 miles; £625.—Car Mart, Ltd., Austin House, 297 Euston Rd., N.W.1. Euston 1212. [C1039

TOM GARNER, Ltd., offer:—

1952 Austin A40 Somerset saloon, grey with brown upholstery, heater, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1949 Austin A40 saloon, fitted heater; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1952 Austin A40 saloon, black with brown upholstery, recorded mileage 10,000; £615.

1950 Austin A40 saloon, grey with blue upholstery, radio, heater, sun roof, etc., recorded mileage 25,000; £575.

836–842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, green/brown, 3,500 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

1949 Austin A40, grey, 18,000 miles; £525.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

£695!!—1952 A40 Somerset, green, 7,000 miles, heater, unblemished.—Below:—

£495!!—1950 Austin A40 saloon, sliding roof and heater; also 1949 at £465.—Vanderveile, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

AUSTIN A40

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A40 Countryman, dark green, brown leather, 10,000 miles; £645.

1952 (December) Austin A40 Somerset saloon, fawn, beige leather, heater, 1,000 miles; £715.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

RUSSELL MOTORS offer the following A40s:—

1952 Somerset, low mileage, Motorola radio, seat covers, screenwashers, two fog lamps, wing mirrors, etc.; £750.

1948 (November) Dorset saloon, 25,000 miles, one owner; £435.

THE above cars subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

1951 Austin A40 saloon, dark green, low mileage one owner; £595.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. [C3052

1951 (September) A40, steering change, 9,000 miles, heater, immaculate; £650.—Staines 3250. [6977

1952 A40 Somerset, beige, nominal mileage, radio, heater; £705.—Jack Pozner (Autos), Vaughan Ave., Hendon. 1423/4. [C3063

1952 Austin A40 Somerset sal., 9,000 miles; £695. —C. A. Pete, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3045

1951 Austin A40, 6,000 miles, radio, heater, sun roof.—H. C. Paul, Ltd., 33, Bruton Place, W.1. Mayfair 0621/2. [C3040

1952 A40, 6,000 miles, radio, heater, perfect; £685. —Coley, 25, Culverden Park, Tunbridge Wells. Tel. 21745. [6994

1951 Austin A40, 4,800 miles, radio, heater; £625. —E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261/2. [C3067

1951 Austin A40, 7,000 miles, B.M.T.A. consent as new.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

1949 Austin A40 4-door saloon, one owner, small mileage, immaculate; £575.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049

1952 A40 Countryman, small mileage, as new, heater, etc.; £700.—Wolfenden, Cabot House, Clifton Down Rd., Bristol. Tel. Bristol 37909. [6706

1952 (Oct.) Austin A40 sports, 2,750 miles, grey, grey leather upholstery, heater and demister, one owner, perfect; £775.

1949 (March) Austin A40 Devon saloon, blue, blue leather upholstery, radio, heater and demister, non-draught windshields, 19,000 miles, one owner; £525.

W. J. BROWN, Ltd., established over 30 years,

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 Austin A40 sports, as new, 2,500 miles; £765; would consider small modern saloon in part exchange.—Hensley, Clinton House, Worksop. Tel. 2474. [7016

1949 Austin A40 left-hand drive saloon, grey, £120 just spent on extensive overhaul, excellent condition; accept £375.—Plaxtol 426 (nr. Sevenoaks). [7152

£535.—1950 Austin A40 saloon, one owner; another 1951; £635.—Le Grice, Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1951 (February) Austin A40 sun saloon, grey, heater, immaculate; £560.—Winbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [6952

1952 Austin A40 Somerset saloon, grey, radio and heater; £730.—Jack Olding & Co., Ltd., Audley House, North Audley St., London, W.1. Mayfair 5242. [C3030

1951 A40, grey, radio and heater, in immaculate condition throughout; £585.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2 [C4048

1951 Devon sun roof saloon, grey, blue, heater, immaculate; £565; a selection usually available.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 (June) Austin A40 Somerset, 12,000 miles, grey with leather upholstery, heater, regularly serviced; £675.—Robertsbridge Garage, High St., Robertsbridge, Sussex. Tel. 3. [7053

1951 (July) Austin A40 Devon, sun roof, heater, loose covers and other extras, small mileage, genuinely indistinguishable from new, one owner; £655. Tel. Bensteed (day) Malden 1212; (evenings) Esher 4267. [7111

1952 Austin A40 convertible, 5,500 miles, blue grey, heater, etc., one owner, illness, immaculately maintained showroom condition; nearest £750.—Thornton, 77, Sandringham Drive, Moortown, Leeds. [6970

1950 (May) Austin A40 Devon saloon, 17,000 miles only, one owner, finished grey, blue leather, fitted with heater, absolutely immaculate; £575; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C5018

PRIDE & CLARKE, Ltd.—1950 Austin A40 saloon, beige/beige leather, low mileage, one owner, heater, radio, £499; 1949 in black or green, both one owner, from £439; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd. S.W.9. Brixton 6251 [7129

545 gns.—Austin A40, 1951 Devon 4-door saloon, grey, sliding head, blue leather, heater, small mileage, good tyres, carefully used, exceptional condition; choice of 4 Devons; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin A40 Cars Wanted

T
H
E

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0057/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

A40 wanted.—75, Fordwych Rd., N.W.2. Gladstone 1484. [W2031

£400 offered for 1949 A40 in good condition.—Fla. 0513. [W2014

AS new, post-war Austin A40 required.—30, Rycroft Rd., S.W.16. Tulse Hill 2768 (day). [0725/R

CASH buyers of good Austin A40s; distance no object. —Hattons, Lord St., Southport. [0766/R

SOMERSET wanted privately, lowest possible mileage.—685 Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6175

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Austin A40 saloons from private owners. —Write details or tel. Bradford 41337. [6825

AUSTIN TWELVE

GUY ALFREDS & Co., Ltd.—1947 Austin 12 saloon 6-7, Warren St., W.1. Euston 3268. [C1005

1939 Austin 12 saloon; £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1939 Austin 12/4 Ascot saloon, black; £190.—Cheeseman and Edwards, Ltd., Caterham 1056. [7176

A12 saloons, good condition, 1937/47; price £175-£525.—E. Smith, 220, Maryvale Rd., Bournville 50. [7005

£59.—1930 12/4 tourer, excellent engine and tyres, new batteries, good hood and screens, beautiful interior; £59.

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

1940 (regd. Late '39) Austin 12 saloon, similar in appearance to post-war model, fitted radio, exceptionally nice order, 3 months' guarantee; £295.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

£275.—1939 Austin 12/4 drop head foursome coupé, in super condition throughout; also 1938 Austin 12 saloon, £265.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin Twelve Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921/R

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

1952 Austin 16 hire limousine, 20,000 miles; £795.

1948 Austin 16 saloon, radio, heater; £475.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

GLANFIELD LAWRENCE offer:—

1949 Austin 16 saloon, blue/black, fitted heater, radio, Ace rimbellishers, twin spot lights, etc., reconditioned engine, very nice throughout; £465.—407, High Rd., N.12. Finchley 0091. [C2055

HEARSE 1952 Bearer Deck or 6-Bearer (detailed description under Hearses)—bargain Prices.

HIRE Limousine 1951, partition, genuine 3,000 miles only, brown leather, forward occasionals, new condition, certified mechanically, £895. (Fifty Limousines —Lists Posted). Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN 1935 16hp, good condition, two owners only, two new batteries; £75.—Orpington 5426. [7079

1938 Austin 16 saloon, excellent; £200; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4057

1947 (December) Austin 16 saloon, black with brown leather, well-kept car in all respects; £425.

E. D. ABBOTT, Ltd., Farnham, Surrey. Tel. 6282. [7102

£155.—Genuine 1937 Austin 16 de luxe saloon, black, brown hide.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£550.—Austin 16 1949 de luxe saloon, sun roof, interior heater, brown leather upholstery, exceptional condition; taxed; terms, exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

£185.—1939 Austin 16 Goodwood saloon, black, new tyres, excellent runner, unrepeatable offer.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [7153

1948 Austin 16hp sun saloon, green, one owner, excellent condition condition; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£545!!!—1949 Austin 16hp saloon, black, brown leather, radio and heater; also 1948 at £465—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441 [C4057

PRIDE & CLARKE, Ltd.—1948 Austin 16 saloon, black/brown leather, radio, heater, immaculate condition; £429; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7128

£545!!!—Undoubtedly specimen condition, 1949 Austin 16 saloon de luxe, look inside, it's brand new, drive it, it's magnificent; you must see this to appreciate it; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

£495!!!—January, 1948, Austin 16 saloon, late property of headmaster of local grammar school, just retired and now forced to run a smaller hp car, very carefully used and never over-driven, interior leather upholstery quite immaculate with folding armrests front and rear, quite one of the best examples we have handled.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041 Open till 7 p.m. Write for catalogue. [C1035

HEARSE 1952 Bearer-Deck streamline Deluxe Coachwork, (See A. & S. advertisement under Hearses). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A70 Hereford saloon, heater, 7,000 miles; £750.—Car Mart, Ltd., Austin House, 297 Euston Rd., N.W.1. Euston 1212. [C1039

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A90 saloon, heater, 100 miles; £1,050.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1

NEWNHAMS, Ltd.

1951 Austin A70 Hereford saloon, grey, 15,000 miles carefully used; £795.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

TOM GARNER, Ltd., offer:—

1952 Austin A70 Hereford saloon, green with brown leather, heater, 3,000 miles only; £100 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A90 sports saloon, maroon with grey interior, radio heater, Ace rimbellishers, recorded mileage 17,600; £895.

836—342, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A70 Hereford, 3,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

GUY SALMON AUTOMOBILES offer:—

1951 (October) Austin A90 saloon, genuine 11,000 miles, H.M.V. radio; £835.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 Austin A90 saloon, black, beige leather, radio, heater, 8,600 miles; £875.

RIPCO, Ltd. (Austins Purchased), 18, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1952 Austin A70 Hereford, grey/brown hide, heater, one owner; £835.

J. DAVY, 180, Kensington High St., W.8. Western 9641. [C1069

A70 1951 Hereford, perfect condition, heater, one driver only; £750.—Tel. before 6 p.m. Chiswick 0710. [6907

£795.—1951 Austin Hereford de luxe saloon, 8,000 miles only.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

AUSTIN A70 & A90

1950 A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

2500 miles; 1951 (October) Austin A90 sports saloon, black, beige upholstery, condition completely as new throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 Austin Hereford, finished in green, perfect, 4,000 miles only, as new; £795.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1951 (Nov.) Austin A70 Hereford saloon, 7,000 miles, many extras.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043

1950 (Dec). Austin A70 sal., grey/brown leather, heater, 17,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

£635.—1951 Austin A70 Hampshire saloon, one owner.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477 [C2055

1952 A90 sports saloon, black, heater, 205 miles only, unblemished; terms, part exchanges considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

ROSE & YOUNG, Ltd., offer 1949 Austin A70, low mileage, fitted extras, immaculate; £585.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

AUSTIN A90 sports saloon, finished black with fawn leather upholstery, fitted heater, new and unregistered; unrepeatable bargain at hundreds below list price.

PART exchange and hire purchase.—Enquire at David Robinson, Ltd., 47, St. Peters St., Bedford. Tel. Bedford 61375. [6926

1951 (July) Austin Hereford saloon, 15,000 miles, one owner, blue, radio, heater, outstanding car, condition as new, part exchange, terms; £735.—Holloway's Garage, Henley Rd., Caversham, Reading 71793. [7035

PRIVATELY owned A70 pick-up, factory condition, exact mileage 12,004; extras, Radiomobile, body cover, reversing and engine lights; taxed; original owner; inspection; £505.—Norton, South Esplanade, Burnham-on-Sea. [7023

1951 (April) Austin A70 Hereford, blue, heater, an exceptionally good example throughout, and to-day's best value at £695; also many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1950 series, Austin A70 saloon, heater, blue, genuine, 13,000 miles since new, one owner, practically as new, three months' guarantee; £650.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

UNUSED!!! A70 Hereford saloon, delivered 1951, guaranteed absolutely as brand new, offered considerably below list price; sacrifice; 835gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [7084

MODIFIED A90 Atlantic saloon, black/red, with heater, has performance characteristics 100mph, 25mpg, negligible oil consumption, registered 1951, moderate mileage, scrupulously maintained and in excellent order; £750 o.n.o.—Box 4575. [6854

Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0353/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0391/R

WANTED, 1950 or later A70 Countryman or similar type, low mileage.—Tallis, Brooklands, Temple Rd., Buxton. [7154

AUSTIN Hereford required, good condition, preferably black, purchaser has Standard 14 1948 to offer in part exchange, completely overhauled engine and brakes 2 months ago.—Box 4616. [6899

AUSTIN EIGHTEEN

1939 Iver limousine, blue, good condition, discs, any trial; £495.—Smith, 220, Maryvale Rd., Bournville. [7093

1937 Austin 18 Chalfont saloon, 7-seater, partition, magnificent, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4038

1939 Austin 18 Ivor 7-passenger limousine, leather, low mileage, one private owner; £600.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242 [C2026

145gns.—Austin 18, 1936 Hertford de luxe saloon, blue and black, sliding head, blue leather, very carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:

295gns.—Austin 18, (September, 1938) Norfolk de luxe saloon, black sliding head, green leather, unworn tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4019

AUSTIN EIGHTEEN

AUSTIN 18hp 1935 7-seater face-forward occasional, in beautiful condition throughout; £210.—Condor Motors, Ltd., Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 6467. [6882

£395!!!—Austin 18hp 7-seater, late registration 1938, genuine Windsor model, a one-owner car taxed privately since new, and in much better condition than the usual run of pre-war Austin 18s; attractively finished in black with dark blue leather upholstery throughout, wide occasionals, etc., specially recommended to discerning hire concern requiring economical 7-seater with a high standard of performance and mechanical order.

£125!!!—1935 Austin long chassis York 7-seater, in quite reasonable all-round condition, leather upholstery, sound tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

LIMOUSINE 1939, partition, 7-forward, leather, carefully maintained, immaculate, certified mechanically, black, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CM

THE CAR MART Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

CAMDEN MOTORS urgently require 1935-39 Austin 18 limousines.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

1938/39 privately owned Limousines also 7-passenger Saloons, urgently required. A. & S., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN TWENTY

FOR sale through death.—Austin 20hp 7-str., excellent condition, mileage 33,000 only, suitable for high-class hire.—Apply, Mrs. Loudon, Olantigh, Wye, Ashford, Kent. [6877

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041. [0925/R

AUSTIN TWENTY-EIGHT

LIMOUSINE Ranelagh, 1939, partition, forward occasionals, leather, wonderful condition throughout, mileage negligible, low cost, (Tax £12/10). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1949 Austin A125 Sheerline saloon, radio, heater, 12,000 miles; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1069

TOM GARNER, Ltd., offer:—

1952 Austin A125 Sheerline saloon, black with beige leather, 300 miles only; £300 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1950 Austin Sheerline, 11,000 miles, spare unused; £1,050.

1950 Austin Sheerline, superb condition; £985.

1949 Austin Sheerline, immaculate condition; £865.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1949 Austin Sheerline, loose covers, perfect, one owner; £825.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 2100/8676. [C4016

1951 Sheerline 7-passenger black, 11,891 miles, immaculate present owner; price £1,175, or offer.—Tel. 2144 Lolthouse Gate [6858

1950 Austin Sheerline, 11,000 miles, chauffeur kept, quite faultless; £985.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6806

1952 Sheerline saloon, black, fawn, 200 miles only, unblemished; terms, part exchanges considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1948 Austin Sheerline saloon, black/beige upholstery, heater and radio, one owner, good condition; £695.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

1951 (August) Austin Princess, 2,400 miles only, black, brown leather, specimen car; £1,650.—Chain Garages, Ltd., Hanger Lane, junction Western Avenue, Ealing, W.5. Per. 4404/5. [C1043

1951 Austin Princess saloon, metallic grey with blue leather, guaranteed mileage 13,896, unmarked, indistinguishable from new; £1,395.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C5053

HEARSE 1952 streamlined Deluxe Coachwork 5-door 6-bearer, lavishly equipped, (detailed description under Hearses). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

£795!!!—Austin Sheerline saloon (March, 1949), director's car, chauffeur kept and in quite unblemished condition, pastel grey finish with elegant grey leather interior, built-in radio, heater and Tygan loose seat covers.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

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AUSTIN A125 & A135

1951 Austin Princess A135 with Vanden Plas coachwork, low mileage, finished in dark green with two tones leather upholstery, literally unmarked, offered at half!!! list price, £1,350.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1953 A125 Austin Sheerline 7-seater limousine, with division, latest type, leather trim, used for a few demonstrations only, and as new; mileage under 1,000; £1,850; any car taken in part exchange.—Mann Egerton & Co., Ltd., 5, Prince of Wales Rd., Norwich. Tel. 20481. [6694

LIMOUSINE 1951 partitioned Sheerline, forward occasionals, black, carefully maintained, low mileage, reasonable cost. (Tax £12/10). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1008/1

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0352/R

AUSTIN MISCELLANEOUS

NEW A70 immediate delivery; terms or exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2681. [C2031

Austin Miscellaneous Cars Wanted

POWLAND SMITH'S.

POWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926/R

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0622/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233 [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

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A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

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MODERN equipment handled by a skilled staff ensures good service.
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LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6560), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0277/R

AUSTIN spares for old and new models.—Jenners, Ltd., Birchington. [6892

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AXLE shafts, for every model; C.W. and P.'s pistons, shell bearings, timing chains, crankshaft 13hp, 1938-9.—Smith Garage, Bournville, Ltd., B'ham. [7094

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

NEW gears, reconditioned, guaranteed, 7, 10, 12; exchange gear boxes and repairs to all types.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0357

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel.: Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½- & 4¼-litre)

1952 Bentley dark green standard saloon, 6,000 miles, spotless condition; £4,150.—Watson, 28, Bruton St., W.1. Mayfair 6966. [6860

BENTLEY (3½- & 4¼-litre)

JB

JACK BARCLAY, Ltd.

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:—
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0065/R

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RIPPON Bros., Ltd.,

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

EXCHANGE or sell.

1952 Bentley Mk. VI 4½-litre saloon.

1937 Bentley 4¼ Freestone & Webb.

1937 Bentley 4¼ Gurney Nutting.

1936 Bentley 3½ William Arnold.

ALL reasonable offers considered.

SWANMORE GARAGE (Bentley Specialists), 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

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GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

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1934 3½-litre Bentley 4-door saloon by Thrupp & Maberly, fitted Radiomobile; an exceptional car, any trial or examination.

1934 3½-litre Bentley 4-door saloon by Windover, excellent mechanical history; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Tel. Sloane 9288 [C3060

JACK OLDING OF MAYFAIR,

OFFICIAL Bentley and Rolls-Royce retailers, offer:—

NEW (large bore) Mark VI Bentley with Freestone & Webb owner-driver saloon coachwork for early delivery.

1951 Mark VI Bentley standard steel saloon, 17,500 miles, grey, blue leather; £3,150.

1950 Mark VI Bentley standard saloon, grey metallic, grey leather; £2,500.

1949 Mark VI Bentley power-operated coupe by Park Ward; £2,950.

1948 Mark VI Bentley standard saloon, black with brown leather, 38,000 miles; £2,250.

AUDLEY House, North Audley St., London, W.1. A Mayfair 5242-5-6. [C3050

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (January) Mark VI 4¼ Bentley, fitted with Mark I 2-door Countryman saloon, natural wood grain and grey, speedometer reading 32,800, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

GUY SALMON AUTOMOBILES offer:—

1948 (June) Bentley Mark VI saloon, faultless condition; £2,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2.—Offer:—

1948 Bentley Mark VI saloon, black, moderate mileage, one owner, immaculate condition throughout. [C1001

BENTLEY (3½- & 4¼-litre)

CMC

CAR MART, Ltd.

1936 (37) Bentley 4¼-litre Park Ward saloon, guaranteed; £950.—Car Mart Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1009

MANN EGERTON & Co., Ltd., offer:—

1952 Bentley Mk. VI steel saloon, grey with grey leather upholstery, large luggage boot and big-bore engine, mileage under 4,000; latest model and indistinguishable from new.
14, Berkeley St., London, W.1. Regent 2073. [C2006

TAYLOR & CRAWLEY offer a most unusually fine selection of pre-war and post-war Bentleys.

1938 Bentley fully razor-edged saloon by Freestone & Webb, 60,000 miles, complete history, extremely attractive; £1,255.

1949 late series Mark VI Bentley with lovely sports foursome drop head coupe by Park Ward, 22,000 miles really beautiful condition; £2,795.

1950 Mark VI Bentley standard steel saloon, 31,000 miles, in really beautiful order; £2,795.
TAYLOR & CRAWLEY, 48, Kensington Court, W.8. Western 6015. [7116

1951 Bentley big bore, 20,000 miles, spotless; offers over £3,000.—Box 4706. [7159

4¼ overdrive, Mulliner body, two-tone grey, Perspex roof, perfect condition; £1,900.—Gip. 1448. [7065

BENTLEY 3½-litre 4-door sports saloon, excellent condition; £825, exchanges.—Auto Engineering, Willsons Rd., Ramsgate. [6912

1936 4¼-litre Bentley Park Ward steel saloon, black, brown leather, extensive bills available for inspection; £975.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3032

1952 Bentley Mark VI (large bore) 4¼-litre standard steel saloon, dark green, brown leather upholstery, 5,600 miles; £3,975.
EUSTACE WATKINS, Ltd., 19, Berkeley St., W.1 (Mayfair 5051), and 13, Chelsea Manor St., S.W.3 (Flaxman 5181). [C3046

1936 Bentley 4¼-litre foursome drop head coupe by Gurney Nutting, excellent condition; £725.—Central Garage. Tel. Croydon 7464. [C1042

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272. Officially appointed Bentley retailers and repairers; reliable used cars in stock. [6059

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer at keenly competitive prices the following:—

BENTLEY Mark VI 1950 James Young 2-door saloon, dark green, one owner, superb appearance; £3,450.

1950 Bentley Mark VI standard steel saloon, finished blue, one owner, fully guaranteed; reduction price, £2,950.

1949 Bentley Mark VI standard steel saloon, black, maintained regardless of cost; £2,575.

1948 Bentley Mark VI standard steel saloon, black, exceptional condition throughout; offered at very attractive price, £2,250.

OFFICIAL retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1938 Bentley 4¼ Mulliner razor-edged saloon, mileage 62,000, one owner, black, exceptional condition.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0621/2. [C3040

CAMDEN MOTORS.—Bentley 4¼-litre Park Ward sportsman's 4-door saloon, 1937 series, magnificent specimen, one owner many years, whole car maintained in true Bentley fashion; £995.

CAMDEN MOTORS.—Bentley 4¼-litre Thrupp & Maberly sports saloon (June, 1936), very handsome and impressive looking car, very wealthy previous owner spared no expense to keep car maintained in 100% order, full history known and bills available from accredited agents; £945.

CAMDEN MOTORS.—Bentley 1936 Vanden Plas 4-door sports saloon, attractive pillarless body styling much in advance of its year, low sweeping lines of exceptional appeal, the whole car being in immaculate condition, very reasonable mileage; £845.

CAMDEN MOTORS.—Bentley drop head coupe, 1936 series, distinctive foursome body styling by James Young of Bromley embodying many advanced features, excellent history with one owner only since 1939; £745.

CAMDEN MOTORS.—Bentley 3½-litre Barker Continental coupe 1934, handsome lines with quite immaculate coachwork in dark green and black, comprehensively equipped with heater, Ace clock, tailored seat covers, previously owned by Bentley enthusiast; £625.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1937 (March) 3½-litre Rolls-Bentley Park Ward sports saloon, excellent condition, fitted heater; would consider level exchange XK120 or similar, or would accept cash offer.—Musselwhite, Farlingdon, Berks. 2287. [6958

PRIVATE owner offers a beautiful 1949 Mark VI Bentley, whole car in new condition and has been most carefully maintained, a genuine bargain at £2,850.—Grove, Mangard House, Downham Billericay, Essex. Tel. Ramsden Heath 276 [7124

1948 Bentley Mark VI S.S. saloon, 26,000 miles only, finished in black with fawn leather upholstery, rear wing valances fitted, beautiful condition; £2,450.—Clarke's of Pirbright, officially appointed Bentley retailers, Pirbright, Surrey. Brookwood 2201/2. [5962

1952 Bentley Mk. VI 4½-litre (large bore) steel saloon, silver and pale blue, 12,000 miles, quite indistinguishable from new; £3,895; exchanges considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4½-litre)

ROSE & YOUNG, Ltd., offer: 1934 (September) Bentley 3½-litre Thrupp & Maberly drop head coupe, fitted radio and several extras, excellent order throughout; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

1950 (Dec.) Bentley standard steel saloon, black, beige hide seat covers, mileage 22,700, chassis No. B.35.JN, one owner, immaculate inside and out; complete works history, any trial or examination; indistinguishable from new, reasonable price.—Newcastle (Staffs) Motor Co., Ltd., Brunswick St., Newcastle, Staffs [6895

1936 Park Ward 4-door 3½-litre Saloon, boot, leather, good history, carefully maintained, excellent bargain value. Below.

1947 Bentley Mark VI steel Saloon, black, mileage 50,000, delightful condition, excellent history, £2,045. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941 [C1006

BENTLEY (other than 3½- & 4½-litre)

1931 Bentley 4-litre 4-door saloon, in outstanding condition throughout; £275.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1929 4½ Bentley tourer body, D box, beautiful condition, two previous owners; £395, no offers.—Box 4617. [6906

FOR sale 4½ Bentley 1928, 4-seater V.D.P., black, red upholstery and wheels, hood, curtains, tonneau, complete overhaul last July at cost of £395, rebored, crank ground, compression raised, new carbs., shock absorbers and mags., many extras, enthusiast's opportunity; £475.—D. Scott-Moncrieff, Rock Cottage, Basford Hall, Leek. Tel. Stoke-on-Trent 68451. [6555

Bentley Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

CASH purchaser requires Mark VI Bentley saloon; best offer at nearest £2,000.—Box 4686. [7026

BARTLETT.—Bentley saloon, 1934-36, urgently required.—27a, Pembridge Villas, W.11. [W1013

BENTLEY, post 1950, owner-driver's saloon body by maker of repute, razor edge.—Box 4532. [6606

WANTED, Bentley saloon or d/head, post 1934-37, reasonable.—Jordan, Sandy, Beds. Tel 64. [6891

WANTED, Bentley L.E. to M.X., subject maker's test, 1952, Austin Hereford part ex.—Box 4681. [6968

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927/R

PERFORMANCE CARS, urgently require Bentley's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys, all types at very good prices.—48, Kensington Court, W.8. Western 6015. [7117

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062/R

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W5030

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barmdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

PRIVATE buyer instructs us to obtain 1938 or 1939 Bentley saloon, must be exceptional condition at a reasonable price; might consider other year.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [7089

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0624/R

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SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection, 18, Providence Court, W.1. [S3030/R

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [S1042/R

BOND MINICAR

BOND Minicar Mark C, red, actual show model, mileage under 200, tonneau cover, show refinements throughout; £350.—Tel. Hindhead 800. [7077

BOND MINICAR

RAYMOND WAY.

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RAYMOND WAY, The Hire-Purchase specialists.

1952 Bond Minicar, type B, one owner, 600 miles only, literally as new throughout, choice of 10 others in similar condition; 229gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

Bond Minicar Wanted

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042/R

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0627/R

BRISTOL

ANTHONY CROOK offers:—

1950 type 400, last one made, 401 engine.

1950 Bristol type 401, black, immaculate throughout, heater, radio.

1950 type 401, with special lightweight coachwork, heater and radio, looks as new.

1950 type 402, drop head, an excellent example of this rare model.—Anthony Crook Motors, Ltd., Leading Distributors, Caterham Hill, Surrey. Tel. 2232/3. [C1063

FRAZER-NASH CARS offer:—

1952 Bristol type 401, radio and heater, at a considerably lower figure than list price.

1950 (Sept.) type 401 saloon, colour black; price £1,950.

1949 Bristol type 400, one owner, metallic green, engine overhauled to latest specification, radio and heater, recelluloised; £1,450.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—52, Hay's Mews, Berkeley Sq., W.1. Gros 2563. [0296/R

1948 Bristol, modified, radio, heater, excellent condition, one owner; £1,075.—St. Helens 3900. [6988

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80 Piccadilly, W.1. Grosvenor 4141 [0619/R

1949 (Feb.) Bristol 400 saloon, beautiful condition, many extras and modifications; £1,395.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1950 Bristol 401 saloon, works maintained, lovely condition; £1,595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6808

BRISTOL 400 sports saloon, in grey with beige leather, reg. April, 1948, 61,000 miles, good mechanical condition; tyres and battery almost new; radio fitted, has been carefully maintained at all times.—Offers to H. C. Hutchison, Ardmillan Motor Works, Edinburgh, 11. Tel. 61137. [7099

Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

WANTED, privately Bristol 401, full details to—Jessop, 4, Oxford St., Leicester. [7049

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS, urgently require Bristol's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

WANTED, low mileage 1952 Bristol for special customer.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [7118

A.F.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

BROUGH SUPERIOR

BROUGH SUPERIOR 1938 22hp coupe, black, marvellous condition, garage maintained; £275.—Tel. Middlesbrough 88594. Bluebird Garage, 436, Linthorpe Rd., Middlesbrough. [6936

B.S.A.

1938 Scout Series 14, 4-seater, excellent condition; £230.—Evenings, Ken. 2967. [7051

195gns.—B.S.A. Scout, late 1939, Series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition, choice of 4 Scouts; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041 [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928/R

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733 [0144/R

BUGATTI

BUGATTI coupe, 1801hp, 110mph; £1,250.—J. Lemon Burton, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1351. [0628/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1351 [0071/R

BUICK

ACRES offer:—

1950 (August) Buick 30hp saloon, finished in black with cord upholstery, fitted Tygan seat covers, heater, radio and many extras; speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive model has been beautifully maintained and serviced and is in magnificent condition throughout, and is indistinguishable from brand new; first £2,000 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

SIMPSON'S offer:—

RHD 1952 Buick Super Riviera saloon, Venetian blue, approx. 6,000 miles.

1950 Buick Super Riviera sedan, approx. 1,800 miles, ivory and sierra rust.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

RHD 1950 Super Buick Special 4-door saloon, all extras, black, 17,000 miles.

RHD 1949 Super Buick 4-door saloon, colour blue.—Below.

RHD 1947 Super 8 Buick 4-door saloon, polychromatic grey.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858 [C4028

BUICK Sole Concessionaires, Lendrum & Hartman, Ltd., have available the following in their showrooms:—

1951 Buick super 4-door saloon, right-hand drive, radio, heater, mileage 10,000, always serviced at our own works and is in really first-class condition.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., W.1. Regent 7121. [6628

£195.—1937 Buick convertible coupe, 31hp, £12/10 tax, in good condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 Buick Viceroy saloon, fitted loose covers, in excellent condition throughout; £335.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

BUICK Roadmaster sedanette, immaculate condition, first reg. 1947; exchange considered.—Ron Mckenzie, 961, Chester Rd., Stretford, South Manchester, Lon. 2100. [6965

BUICK Super saloon, Dynaflow drive, delivered new March 1952, one owner, 31hp, black, heater, radio, screen washers, built-in reversing lights, Tygan and silk loose covers from new, 7,500 miles, literally a brand new car.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

£295!!!—Buick Pullman limousine, series C.O. 1937, Super Eight model, a commodious 8-seater car with quite modern body styling and features, wide 3-seater occasionals facing forward, winding division, all-steel wheels, large section bumpers with over-riders, capacious rear luggage boot, black and chrome bodywork with well appointed interior, 6-wheel de luxe equipment with all tyres in good condition, most impressive performance and ready for immediate use; choice of two others of this year; also a 1936 model at £195 and a post-war type privately owned limousine in super immaculate order; write for details.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. [C1055

Buick Cars Wanted

1946/49 convertible, r.h.d., manual gear box, maximum £1,000.—Box 4214. [W3044

JOE THOMPSON MOTORS require late model Buick cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W3028

7-SEATERS private 1937/39 Limousines required, cash waiting. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1000

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0504/R

Buick Spares and Service

REPAIRS, reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.3. Pri. 2647. [0319

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911 [0141/R

CADILLAC

CADILLAC—Sole Concessionaires, Lendrum & Hartman, Ltd., have available the following in their showrooms:—

1950 Cadillac, model 6237D hydramatic drive, radio, heater, this car is as new and has only done 6,100 miles.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., W.1. [6629

1950 Cadillac 62 special sedan, radio, heater, beautifully maintained, a most luxurious car; £3,335.—Taylor & Crawley, 43, Kensington Court, W.8. Western 6015. [6810

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

CADILLAC wanted, 1946/49 convertible, r.h.d., manual gear box, maximum £1,000.—Box 4215. [W3041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

JOE THOMPSON MOTORS require late model Cadillac cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4038

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel Elgar 7911 [0012/R

CHEVROLET

SIMPSON'S offer:—

RHD 1949 Chevrolet saloon, all extras, colours dual grey, low mileage

1951 Chevrolet saloon fitted with all extras, approx. 900 miles.

1951 Chevrolet saloon, all extras, dual green, approx. 2,000 miles.

1951 Chevrolet saloon, all extras, colour metallic blue, approx. 4,000 miles.

1949 Chevrolet saloon, fitted with all extras, colour blue

1949-50 Chevrolet, approx. 2,000 miles only, damaged body, suitable for building utility

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 8691/3903. [C4015

BROOKLANDS: Individuality, new and used cars.

1950 Chevrolet Styleline de Luxe 2-door saloon.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

LATE model Chevrolet 8-seater station wagon; £950.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4036

1950 Chevrolet saloon de luxe, right-hand drive, radio, etc., immaculate condition; guarantee given.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

Chevrolet Cars Wanted

JOE THOMPSON MOTORS require late model Chevrolet cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4038

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

£695!!!—1949 (reg.) Chrysler Plymouth 2-door 6-seater saloon, magnificent spotless condition, just as it should be, sold last year for nearly £1,400; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2052

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. [0642/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0929/R

7-SEATERS private 1938/39 (24/26hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

REPAIRS, reconditioned, guaranteed gear boxes; gears, 10, Winchester Mews, N.W.3. [0374

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh. Essex, 972171. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0361/R

CITROEN

DICKS.

1939 Citroen 12hp saloon, recently overhauled; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50 Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

ROUNDABOUT offer:—

1948 Citroen Light 15 saloon, thoroughly overhauled, exceptional car; £525.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3056

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5340

CITROEN

RUSSELL MOTORS offer:—

1948 Citroen Light 15 saloon, one owner; £575; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

OVERSEAS CARS, Ltd., offer:—

1948 Citroen Light 15 saloon, black/brown leather, excellent condition; £525.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

BOON & PORTER, Ltd., distributors.

1952 Light 15, black with beige upholstery, unreg stered.

CASTELNAU, S.W.13. (By Hammersmith Bridge.) Riverside 4044. [C1022

JOHN S. TRUSCOTT, Ltd., for Citroen.

A WIDE choice of post-war Light 15s and 6-cyls. is usually obtainable.

ONLY the best examples are offered; prices are strictly competitive.

NEW models for immediate delivery; also many other makes.

OFFICIALLY appointed Citroen agents.

SKILLED service; spares from stock.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

H. W. MOTORS, Ltd., Citroen distributors.

1950 Citroen Light 15 saloon, grey/red leather, 15,000 miles one owner, as new; £825

1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £645.

H. W. MOTORS, Ltd., Walton-on-Thames. 2404/5/6. [C2042

RICHARDS & CARR, always best value.

1949 Light 15 de luxe saloon, grey, recent overhaul, superb condition; £565.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

H. M. BENTLEY & PARTNERS, Ltd., offer:

1950 Citroen Light 15 saloon, in as new condition; £665.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1920, offer:—

1950 15hp de luxe Citroen saloon, black with beige leather; £795.

1948 15hp de luxe Citroen saloon, metallic grey, red leather, radio, Pram, 20,000 miles; £545.

1947 15hp de luxe Citroen saloon, metallic green; £495.

ALSO several pre-war models available. [C4057

£295.—Citroen 12 1938 4-dr. sln., an exceptional car mechanically and bodily; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7. (Soyds Holland Park Tube.) Exchanges, h.p. [C1017

£340.—Citroen Light 15 saloon, 1938, carefully maintained, black/red leather, roof rack.—Spencer, Ken. 9231. [6997

1949 Citroen Light 15 saloon, black, one owner; £565.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1952 Citroen Light 15 saloon, grey, red leather, 14,000 miles; £795.—Ross Motors, Ltd., Regent St., Hinckley. Tel. 558. [6881

1940 Citroen de luxe 15hp saloon, immaculate, black leather interior, mechanically excellent, new engine just fitted and new front axle; £295.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

£265.—1938 Citroen 7-seater saloon, one owner, in exceptional condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

SPECIAL Citroen (Georges Irat) Lt. 15, drop head coupe, finished in red, fastidious owner, very fast car, superb condition; £375.—Condor Motors, Ltd., Hyde Park Corner 33, Grosvenor Crescent Mews, S.W.1. Sloane 6467 [6683

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5434. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0950/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REQUIRED immediately, good Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS, urgently require Citroen's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Citroen Cars Wanted

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—175, Westbourne Grove, W.11. Bayswater 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames

BALES of Croydon, Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 5131-2 [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains 48-hr service. [1749

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and show rooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490 [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0300/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

CONDOR MOTORS for speedy Citroen repairs, carried out by specialized French and English mechanics.—35, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0281

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11. (Bow 3284) specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CORD

EXCHANGE or sell.

CORD 4-5-seater drop head, ivory white, magnificent car, amazing performance; reasonable offers considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler Consort, mileage 7,800, most carefully maintained, grey with red interior, usual accessories; £1,375.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

GUY SALMON AUTOMOBILES offer:—

1951 model Daimler Consort, 25,000 miles, one enthusiast owner; large number of extras, in new condition throughout; £1,095.

1951 Daimler Consort, 15,000 miles, fitted radio and heater, faultless condition, one very careful owner; £1,250

1939 Daimler 2½-litre special sports chassis with overdrive, fitted 4-door, 4-seater sports tourer, a most unusually attractive car with a very surprising performance, in excellent condition, owned by Daimler Motor Co. until 1950, one owner since; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp 7-passenger limousine by Hooper, black and dark blue with cloth to rear, 15,000 miles only; £2,750.

DAIMLER 2½-litre Consort saloon (1952 model), maroon with red leather, low mileage; £1,575.

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, heater and demister; £1,375.

DAIMLER 2½-litre saloon (1950), black with brown leather, 11,000 miles only, as new; £1,125.

DAIMLER 2½-litre saloon (1939), black with blue leather, outstanding condition; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C4022

LIMOUSINES.—Several superb 4¼-litre Straight Eights.—Titmuss, 81, Clapham Rd., S.W.9. Reliance 1647. [6966

DAIMLER special sports drop head coupe (Barker); small mileage; 2-colour required; private buyer.—Box 4679. [6961

1948 Daimler 2½-litre saloon, immaculate, excellent mechanical condition; £850.—K.G. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1. Sloane 1004. [6875

£335.—1938 Daimler light 15 de luxe saloon, black, brown hide, in superb condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£875!!!—Magnificent 1948 Daimler 2½-litre saloon, this vehicle is spotless in every respect, in fact it looks as though it has just left the Motor Show.—Below.

£165!!!—Daimler 15hp 2-door sports saloon in genuinely outstanding condition for its age, absolute bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Show, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1952 (March) 2½-litre Daimler Consort saloon, as new, blue with blue hide upholstery, H.M.V. radio, heater, 12,000 miles—by one very careful owner; £1,500 or nearest.—Mrs. G. A. Ford, Bramhall Cottage, Bramhall, Cheshire. Tel. Bramhall 52. [7153

750 cms.—Daimler, 1949, 2½-litre Barker foursome drop head coupe, grey, blue leather, pre-selector, radio, heater, good tyres, spare unused, carefully used, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

CAMDEN MOTORS.—Daimler Consort saloon, very late 1950 registration, in dark green, latest type curved radiator, hydro mechanical Girling brakes, fitted heater and tailored seat covers, privately owned and in extremely good all-round condition; £1,045.

CAMDEN MOTORS.—Daimler Consort saloon, 1951, first delivered and registered March, 1951, dark blue with blue leather, virtually unmarked and with a very small total mileage, latest 1953 model H.M.V. radio, heater, etc.; £1,095.

CAMDEN MOTORS.—Daimler Consort saloon, Nov., 1951, immaculately finished in pastel grey, one wealthy owner, maintained and driven by private chauffeur, negligible mileage; £1,195.

CAMDEN MOTORS.—Daimler 2½-litre saloon, very late 1949, another one owner car, black, brown hide, maintained solely by distributors since new (this produced), excellent condition throughout; £545.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1947, just respayed in dark blue and fitted brand new set of Fort Dunlops, much lower mileage than average, heater, etc.; £645.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1939, two private and fastidious owners, attractive deep maroon finish with rich gold line and upholstery in best quality Conolly hide, engine, gearbox and back axle serviced throughout, including decoke, brakes relined, etc., suit discerning motorist; £425.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0942/R

PRIVATE purchaser requires special sports coupe, cash for low mileage, one-owner car.—Box 4691. [7060

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object.—Details please to 38, Upper High St., Epsom 9400. [W2001

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2931. [0146

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6143

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ALLEN'S, Victoria Rise, Clapham, S.W.4, Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

Delage Spares and Service

SELBORNE (MAYFAIR) Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts supplied.—62, Park St., W.1 [0659/R

DELAHAYE

EXCHANGE or sell.

1952 Delahaye 135M Selborne 4/5-seater drop head sedanca, 5,000 kilometres, actual car at 1951 Motor Show (list approx. £4,585); accept £2,575 or reasonable offer.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

Delahaye Spares and Service

SELBORNE (MAYFAIR) Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts supplied.—62, Park St., W.1 [0660/R

DELLOW

DELLOW, 1951, 10,000 miles, wonderful sports car, economical running, as new; £495, or nearest.—53, Mearse Lane, Barnt Green, Worcs. Tel. Hillside 1759. [6528

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—53-55, East Dulwich Rd., London, S.E.22. New Cross 3456. [0610/R

Dellow Wanted

DELLOW wanted, Mark II, low mileage, no trials; cash.—Tel. Edgware 3944. [6759

PRIVATE buyer offers £300 for Dellow; all replies answered.—Full particulars to Box 4618. [6914

DE SOTO

DE SOTO saloon, 1948, 4-door, extremely graceful lines, one owner, all extras, 28,000 miles, r.h.d.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

D.K.W.

DKW. 1939 drop head coupe, F.8 model, rack and pinion steering, 11,000 miles since new, 16in wheels.

DKW. Cabriolet, 1940, rebuilt, complete mechanical overhaul respraved, retyred, reupholstered in Tygan check, new tyres, splendid specimen, new Lucas lighting equipment.

B. & M. GARAGES, Ltd., for super reconditioned DKW cars and guaranteed spares; brand new crankshafts sleeved cylinder blocks: both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Cars Wanted

7-SEATERS private 1938/39 Limousines required, cash waiting.—Alps & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0562/R

FERRARI

FERRARI 2.5-litre 4-seater saloon (chassis No. 0155EL), 1952 model; first registered October, 1951; maroon and black, red leather upholstery; this car is stated as being the fastest saloon car in this country; timed 152 m.p.h., giving 100 m.p.h. in third; total mileage covered 7,117; right-hand drive; was sold within the last year at list price £7,692, price required £4,750; part exchange or hire purchase.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Telephone Euston 5228 (5 lines). [C1050

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

MAYFAIR GARAGES, Ltd.—Fiat, Fiat, Fiat.—Below.

MAYFAIR GARAGES, Ltd.—September, 1947, 1100 model 108C pillarless 4-door de luxe saloon, nominal mileage, Bluemel wheel, very smart post-war car withoutstanding road condition; 3 months' condition; £495.—Below.

MAYFAIR GARAGES, Ltd.—July, 1947 (reg. 1950) post-war 500 de luxe convertible coupe, Fiat green with cream wheels and leather upholstery, reconditioned engine, bumpers, spotlight, smart car in excellent condition throughout; 3 months' guarantee; £395.—Below.

MAYFAIR GARAGES, Ltd.—1939 (reg. 1949) 1100 model 508C 4-door de luxe pillarless saloon, black, reconditioned engine, almost new tyres, smart car with outstanding road performance; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—April, 1939, 500 2nd series de luxe supercharged convertible coupe, Arnott low-pressure blower, black, beige leather, almost new tyres, very smart car, docile engine capable of very high speeds, outstanding road holding; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—July, 1939, 2nd series 500 de luxe convertible coupe, maroon and silver, leather upholstery, bumpers, enclosed spare, luggage grid, smart car with excellent and economical performance; 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, black, good tyres, smart car with excellent performance; 3 months' guarantee; £185.—Below.

MAYFAIR GARAGES, Ltd.—21 guaranteed Fiats in stock, all carefully prepared for lasting service by skilled British and Italian mechanics; send for descriptive list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 5104/5. Open 9-6, Sats 9-1. [C3009

1939 1100cc saloon, 70mph, 36mpg; £200.—S. & S. Motors.

1939 500cc 2-seater, new tyres, recellulosed, excellent condition; £225.—S. & S. Motors.

1937 500cc cabriolet, very clean, reconditioned engine; £165.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [6542

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

500 model, 1939, 2-strs.; choice of three.—Fox & Nicholl, Ltd., Derwent 1122. [C2013

FIAT 1939 1500cc, recent overhaul £110; snip, £210.—S. & S. Motors, Bayswater 1644. [7065

£225.—Fiat 500, 1938, an exceptionally good car mechanically, duo-tone finish; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

1951 Fiat 500 convertible, mileage 8,150; £325.—Dr. Spiridion, Winchcombe, Cheltenham. [7031

1939 1100 foursome coupe, immaculate condition; £285.—12, Warwick Ave., W.2. Ambassador 5229. [7090

COMPLETELY reconditioned 500 Fiat fixed head coupe, spotless; £225.—Stourcliffe Close Garage, Stourcliffe St., Paddington 9238. [7073

C. V. RUSHMER, the Fiat Specialist, offers 1951 500 C coupe; 1951 1400 saloon; 1952 Fiat Simca Aronde saloon, show model.—39, Holland Park, W.11. Park 5731. [C3061

295gns.—Fiat 1500, late 1938, 4-door pillarless saloon, black, fawn leather, oversize tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

165gns.—Fiat 500 1937 convertible coupe, gunmetal, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933/R

PERFORMANCE CARS, urgently require Fiat's.—Great West Rd., Brentford, Middlesex. Ealing 5841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country, telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104/5. [0695/R

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0809/R

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

FULL range spares Fiat 500, 1100 and 1500, reconditioned engines, bench tested radiators, dynamos, starters, suspensions in exchange; new running boards, petrol tanks, front cowls, radiator heaters; servicing, recellulosing all models.—Derrington, 159-161, London Rd., Kingston 5621-2. [S1071

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 5104/5. Open 9-6; Sats. 9-12. [0632/R

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, spot lamps, good condition throughout; £400.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

ACRES offer:—

1952 Ford Anglia saloon, finished in light fawn, Tygan seat covers, speedometer reading 8,000 miles, undoubtedly genuine; first £465 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Anglia saloon (10hp engine), black with red upholstery, recorded mileage 6,900; £450.

836/842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Anglia saloon, black, beige leather, 15,000 miles; £450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

1940 Ford Anglia saloon, recently fitted with recond. engine; £250.

DEC., 1945, Ford Anglia saloon; £285.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [5748

W. J. BROWN, Ltd., Used Ford Specialists.

1950 Ford Anglia saloon, beige, red upholstery; £365.

1952 Ford Anglia saloon, black, beige upholstery, 9,700 miles; £435.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Ford 8 saloon, one owner; £325.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [7113

ANGLIA (Nov. '49), 8,000 miles only, private, immaculate, seen Surrey; price £435.—Malda Vale 1331. [7141

FORD 8, first registered December, 1938; good mechanical condition, fitted new tyres; can be seen Boxmoor, Herts.—Box 4423. [6375

1950 Anglia, black, one owner, low mileage, perfect condition; £395.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1951 Anglia, green, heater, de-ioer, etc., perfect, any inspection, family outgrown; £435.—Wilson, 64, Eastrop Lane, Basingstoke. [7052

365gns.—Ford Anglia, late 1949, saloon, black, one careful owner, good tyres, excellent condition; terms exchanges.—Rowland Smith, below.

295gns.—Ford Anglia 1947 saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

265gns.—Ford Anglia, October, 1946, saloon, fawn, excellent condition; choice of 7 Anglias; terms, exchanges.—Rowland Smith, below.

195gns.—Ford 8, late 1939, de luxe saloon, dark blue, very good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Ford 8 1938 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (July) Ford Anglia, unmarked, many extras; offers over £485, or exchange with cash for Austin 1950 A40.—22, St. James Rd., Kingston, Surrey. [6946

1949 (October) Ford Anglia, as new, one owner, 18,000 miles, guaranteed three months; £425.—Beardmore, 98, Queensway, W.2. Bayswater 0136. [C1015

1950 Ford Anglia, 16,000 miles, an original little car, fitted heater, outstanding bargain; £395.—A.Z. Motors, Ltd., Palmerston Rd., N.W.6. Mal. 4723. [C1011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

1946 Anglia saloon; one owner, immaculate condition; guaranteed; £275; exchanges, terms.—Palmers Motors, Ltd., 53, York St., Twickenham, Popesgrove 1890. [C3084

1946 Ford Anglia, black, excellent condition, Ford covers, flush indicators, Bray heater, chromium hub caps; £265.—40, Camrose Close, Morden, Surrey. Liberty 2304. [7006

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0576/R

TANKARD & SMITH Ltd., offer: 1949 Ford Anglia saloon, black with red upholstery, one careful owner from new, many extras, a beautiful specimen; £575.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloons, beige/brown leather, low mileage, choice of two from £379; 1949 green/beige leather, low mileage, one owner, £349, choice of two; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7127

Ford Eight Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934/R

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1946 Ford 10hp Prefect saloon, black, cloth, good condition; £315.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3045

NEWNHAMS, Ltd.

1949 Ford Prefect saloon, excellent condition, one owner; £435.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp Bus Depot). [0100/R

ELITE MOTORS offer:—

1950 (Dec., '49) Ford Prefect 4-door saloon, black/brown, moderate mileage, immaculate condition throughout; £425.

1939 (late) Ford Prefect 4-door sun saloon, leather interior, recent reconditioned engine, faultless mechanical condition, excellent coachwork; £275.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1949 Ford Prefect saloon, low mileage, numerous extras, definitely unmarked; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6302. [C2040

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 6,000 and like brand new throughout; £565.—102, London Rd., Kingston-on-Thames. Tel. 5348. [6506

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Prefect, black/red, 4,000 miles, subject to completion of B.M.T.A. covenant.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

CHARLES POLLETT, Ltd., offer:—

1950 (Sept.) Ford Prefect 4-door saloon, beige with beige leather upholstery, heater, one owner, exceptionally well maintained, guaranteed; £525.

18, Berkeley St., W.1. Mayfair 6286.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

C.M.I. CAR SALES (Pri. 4623) offer:—

1949 Ford Prefect 4-door saloon, black, green leather upholstery, reconditioned engine; £400.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

ALLAN TAYLOR MOTORS, Ltd., offer:—

1948 Ford Prefect saloon; £335.

1949 Ford Prefect saloon; £465.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [5749

W. J. BROWN, Ltd., used Ford specialists.

1951 (June) Ford Prefect saloon, black, brown leather upholstery; £475.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [cnces

PREFECT (1950, Oct.) Leather; 19,000 miles, lovely condition; £465.—White, Sunbury 3586. [6661

FORD (10 h.p.)

1952 (June) Ford Prefect saloon, 4,000 miles; £565; B.M.T.A. consent.—Ernest Sutton, Tel. Rogate 4. [C4023

1948 Ford Prefect, one owner; £325.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456 [C1077

GUY ALFREDS & Co., Ltd.—1951 Ford Prefect saloon, 7,000 miles, as new; £535.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Ford Prefect, black; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 (late) Ford Prefect, leather, 14,000 miles, immaculate; £465.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

FOR sale, 1939, Ford Prefect coupe, good condition; nearest £170, s.a.e. for reply.—William Jones, Lanfryn, White Mill, Carmarthen. [7009

1951 (Aug.) Ford Prefect, 15,000 miles, black with brown leather, faultless; £475.—Robertsbridge Garage, High St., Robertsbridge, Sussex. Tel. 3. [7055

£97/10.—1936-7 Ford 10 tourer, excellent condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100yds Clapham South Tube.) Batt. 1107-8-9. [C2024

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

NAYLOR & ROOT.—1949 Ford Prefect saloon, beige, red hide, superb condition; £395; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

FORD Prefect 1950 green 4-door saloon, in exceptional condition having only done 15,000 miles, carefully used; price £475.—Apply Fletcher, Meole Grange, Shrewsbury. Tel. 4210. [7171

GARAGE SERVICE Co., Ltd.—1939 Ford 10 tourer, radio, heater, new hood with tonneau cover; £175.—1061, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

£395.—1949 Ford Prefect, 21,000 miles, black with leather upholstery, coachwork unmarked; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2031

1949 (Sept.) Ford Prefect saloon, leather, one owner, carefully used, immaculate appearance; £425.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

FORD Prefect, 1951, exact mileage 9,453, factory condition, extras, Radiomobile, seat covers, fog and reversing lamps, taxed, original owner, inspection; £525.—Norton, South Esplanade, Burnham-on-Sea. [7022

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloons, black or beige/brown leather, one owner; choice of two at £449; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7126

£485.—Ford Prefect, June, 1949, black, leather, one owner, 22,000 miles only, exceptionally good; exchanges, deferred terms.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [5725

1952 (May) Ford Prefect saloon green, with extras, cost £625; guaranteed 5,000 mls., as new, B.M.T.A. consent; £565.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7029

1950 Ford Prefect 4-door saloon, in black with leather interior, small mileage, original tyres only partly worn, bodywork unmarked; £475; would exchange, cash adjustment.—"Southwinds," Smugglers' Walk, W. Worthing, Goring-by-Sea 42151. [C4027

11000 miles guaranteed!!!—1950 (June) Ford Prefect, leather upholstery, one private owner, this car is absolutely unmarked both inside and out, fantastic value at £465.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

425gns.—Ford Prefect, October, 1949, saloon, black, red leather, radio, one careful owner, excellent condition; choice of 4 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Ten Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Ford Prefect saloons from private owners.—Write details or tel. Bradford 41337. [6626

FORD ZEPHYR

JACK ROSE, Ltd., offer:—

1952 Ford Zephyr, almost as new, loose covers, low mileage, open to any examination; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Zephyr saloon, black, 2,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

4000 miles.—1952 (Sept.) Zephyr saloon, radio, heater, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

FORD ZEPHYR

1952 Ford Zephyr, 5,000 miles, as new; £795.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 330. [5798

Ford Zephyr Cars Wanted

WANTED, 1953 unregistered Ford Zephyr (green, heater, leather), subject part exchange A40 sports 1952, 7,000 mls., radio, heater, etc.—Peter Sleight, "Rosedale," 4, Fairfield Rd., Scarthoe, Grimsby, Lincs. [7168

FORD CONSUL

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, loose covers, undersealing and many other extras, superb condition, 11,000 miles; £725.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CONSUL (Nov. '51), heater, hide, 15,000, perfectly maintained; £625.—Staines 3632 evenings. [7157

1951 Ford Consul, grey, radio, heater, leather upholstery, one owner, 16,000 miles; £665.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [7106

1951 Ford Consul, grey, guaranteed, 9,000 miles; £695.—Cyril Sheppard of Reading. Sonning 2346. [7105

1952 Consul, 4,000 miles, leather, radio, heater; £725.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [7114

1952 Ford Consul, 1,000 miles, leather, covers, radio, heater, beautiful condition; £695.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3008

1951 Ford Consul, leather interior, fitted radio, heater, loose covers, in very nice condition throughout; £665.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

CONSUL, delivered November, 1951, mileage 10,000, black, scrupulously maintained, and in near perfect condition; £700.—Oscott Works, Birmingham, 22A. Tel. Gre. 1794. [7064

Ford Consul Wanted

WANTED, Consul in exchange for Sunbeam Talbot 90, with radio heater, loose covers.—45, Shirehall Park, N.W.4. Hendon 1648. [6902

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, black, leather, heater, radio, covers, ink mats, twin spotlamps, nicely maintained car, one owner; £550.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

H. BEART & Co., Ltd., offer:—

FORD Pilot saloon, first registered December, 1948, very carefully used and superb value at £565.—102, London Rd., Kingston-on-Thames. Tel. 5348. [7142

W. J. BROWN, Ltd., used Ford specialists.

1951 (Feb.) Ford Pilot saloon, blue, blue leather upholstery, radio, heater and demister, loose covers, 17,000 miles, one owner, immaculate throughout; £565.

W. J. BROWN, Ltd., Ford main dealers,

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1939 Ford V.8 91A saloon, guaranteed; £195; payments.—Oldfield 366, Kensington High St., W.14. Wes. 6651. [C3089

FORD V.8 91A saloon (column gear change), in excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2048

FORD Pilot 1951 model, heater, radio, spot lamp, hyd. jacking, blue leather, equal to brand new, small mileage; £595; terms.—12, Church St., Luton 4212. [6774

1951 Ford Pilot, blue, fitted radio and heater, in very good condition throughout; exceptional value, £460.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4055

1938 Ford V.8, 22hp, new, works reconditioned engine, clutch dynamo, distributor battery, 26 mpg, fully comprehensively insured July, '53; £190.—Chambers, 22, Russell Rd. Wes. 9319. [7016

Ford V.8 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

£300 for Ford Pilot from private owner; offers.—Box 4641. [6948

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936/R

UTILITY—FORD OR OTHER BODIES

£175.—1940 Ford Prefect natural wooden body utility, maroon cellulose, good condition.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. [C1032

295gns.—Fordson, late 1947, 8hp Martin Walter Utilecon Estate car, grey fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY—FORD OR OTHER BODIES

1948 (September) Ford 10 Martin Walter Utilecon, one owner, exceptional condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£299—1947 (reg.) Ford Mercury utility, in super condition and appearance, column steering change, chrome bumpers and discs, winking lights, mouth-organ front, unrepeatable opportunity.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Ford Utility Cars Wanted

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0937/R

AMERICAN FORD

1947 American Ford 4-door saloon, r.h.d., one owner from new 28,000 miles, in superb condition; £550.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9 [0749/R

Ford Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938/R

W
HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

FORDS wanted.—Smith's 86, Chalk Farm Rd., N.W.1. Gul 2767. [0623/R

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage Ford cars.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 30hp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 440. Also at

FOORD Rd., Folkestone 51222. [0406/R

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. OATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66 High St., East Ham, E.6. Grangewood 1136. [C3062/R

FRAZER NASH

FRAZER NASH Le Mans type, definitely the fastest 2-litre sports car in the country, including 19 firsts, 6 sports car records and numerous other achievements; many spares such as carb. layouts, 8.5 and 9.5 pistons, two diffs., etc., etc., raced last season by Jack Walton, reg. May, 1951, azure blue finish, ready to race; £2,000 or near offer.

APPLY H. R. Martindale, Ltd., Harrison St., Briggate, Leeds, 1. Tel. 30114/5/6. [6879

MILLE Miglia Mark II, June 1952, negligible mileage, showroom condition; offered at big reduction. —Hanner, 34, The Avenue, Bournemouth. Westbourne 64681 [7057

Frazer Nash Cars Wanted

FRAZER NASH Torino Florio wanted; state condition and price.—Box 4708. [7161

ROWLAND SMITH'S, the Frazer Nash buyers. Hampstead High St. (Hampstead Tube). Ham 6041. [0939/R

FRAZER NASH-B.M.W.

DICKS.

1939 Frazer Nash-B.M.W. drop head coupe, very fast and attractive; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

BARTLETT.—Frazer Nash-B.M.W.—327/80, coupe; £650.—27A, Pembridge Villas, W.11. [C1015

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

FRAZER NASH-B.M.W. saloon, type 120, 1938, one owner, good mechanical condition; seen in Aberdeenshire.—Box 4695. [7071

£185 or exchange 20 Rolls; Frazer Nash-B.M.W., rare and distinctive type 55, 2-seater sports roadster with swept tail, tyres and battery new recently, twin spot lamps, radio, fast, reliable, comfortable.—Tel. Maidenhead 2713 [7091

FRAZER NASH-B.M.W.

225 gns.—Frazer Nash-B.M.W. 1936, 2-litre type 55, foursome drop head coupe, green, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

BARTLETT, the Frazer Nash-B.M.W. Specialists, 27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers —Hampstead High St. (Hampstead Tube). Ham 6041 [0940/R

HEALEY

1950 Healey Silverstone 2-seater, finished red, low mileage, outstanding performance; £785.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

BROOKLANDS: Healey Distributors, London and Home Counties. Still the world's fastest 4-seater saloon.

1952 Healey Tickford saloon, 9,600 miles; heater.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott drop head coupe; many extras.

1950 Healey 2¼-litre 2/4-seater tourer, 6,000 miles.

1950 Healey Silverstone sports 2-seater, extras.

1949 Healey Silverstone; many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1949 (December) Healey Silverstone, blue red leather, 19,000 miles, magnificent condition, one owner; £625.

P. J. EVANS, Ltd., John Bright St., Birmingham. Midland 2911. [7087

1951 (May) Healey Tickford saloon, grey with red leather, 17,000 miles, heater, an immaculate example which will pass the most critical examination, offered at the low price of £995.

CLARKE & SIMPSON, Ltd., Riley Sales & Service, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

ROEE & YOUNG, Ltd., offer: 1951 Healey Tickford sports saloon, low mileage, fitted heater and twin spotlamps, specially finished in two colours, immaculate; £995.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Healey Cars Wanted

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1015

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS, urgently require Healey's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

HILLMAN 10

CAR MART, Ltd.

1951 Hillman Minx Phase V drop head coupe, 6,000 miles; £645.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

£165—1939 Hillman Minx saloon de luxe, regularly serviced and in very superior condition throughout, three months' written guarantee; also another at £145; terms, exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

RUSSELL MOTORS offer:—

1950 (December) Hillman Minx P.IV coupe, 17,000 miles; £625; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—

1952 Hillman Minx Mark V saloon, claret with fawn upholstery, 7,000 miles, under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, one careful owner; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

MONTROE MOTORS offer:—

1935 Hillman 10 saloon; £115.

1936 Hillman 10 drop head coupe; £165.

1939 Hillman 10 saloon; £265.

1939 Hillman 10 drop head coupe; two at £275.

1946 Hillman 10 saloon; two from £325

1947 Hillman 10 saloon; £355.

MONTROE MOTORS (N. H. Boswell), 91-97, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx Mark V saloon, green, beige leather, 2,000 miles; £675.

1951 Hillman Minx Mark IV saloon, black, beige leather, 20,000 miles; £585.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1952 (Jan.) Hillman Mark V d.h. coupe, 5,900 miles; £675.—Ernest Sutton, Tel. Rogate 4. [C4023

HILLMAN 10

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2 offer:—

1948 Hillman Minx saloon, black, loose covers, one owner, excellent order throughout; £435. [C1001

1949 Minx saloon, Mk. III, heater; £420.—Rostrevor, Ryton-on-Dunsmore, Coventry. [7054

£595—1951 Hillman Minx convertible, opal blue, with red leather upholstery, recorded mileage 11,000, fitted heater.—Below.

£485—1949 (August) Hillman Minx Phase III saloon, black, brown leather, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1939 Hillman Minx, one owner; £195.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [7112

£185—1939 Hillman 10 saloon, very clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1951 Hillman Minx coupe, 5,000 miles; £585.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1947 (October) Hillman Minx 4-door, sliding roof, black, absolutely immaculate, one owner car; £350.—Imperial 4568. [7121

£455!!!—1948 Hillman Minx drop head coupe, in spotless condition throughout, the finest specimen we have had.—Below.

£535!!!—1950 series Phase IV Hillman Minx, in spotless condition throughout and brought to 1952 specification by late enthusiastic owner.—Below.

£365!!!—1946 Hillman Minx de luxe saloon, bodywork like brand new, interior excellent, only wants seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

BARGAIN, August, 1949, Hillman Minx saloon, good condition, one careful owner; £525.—Wheatsheaf Garage, Littlewick Green, Berks. [6897

1946 Hillman Minx 10hp 4-door Estate car, grey, fold-flat rear seat, loose covers, excellent condition; £535.—Tel. Reading 71757. [7059

1952 (Jan.) Hillman Minx coupe, grey/red upholstery, under 10,000, heater; £635.—Leapman, 46, Pebworth Rd., Harrow. Byron 1381. [7050

1950 Hillman Minx saloon, black with brown leather, well maintained; £575.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Hillman Minx drop head coupe, black, red leather, one owner, immaculate condition; £695.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. [C3052

1949 Hillman Minx saloon, black, exceptional condition throughout; £475.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1950 Hillman Minx saloon, green, small mileage, ex. condition; £550.—Jack Olding & Co., Ltd., Audley House, North Audley St., London, W.1. Mayfair 5242. [C3050

£279—1947 Hillman Minx, one private owner, excellent condition, bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

£375—July, 1946, Hillman Minx, black with beige upholstery, low mileage, just as new; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1947 Hillman Minx saloon, grey, grey upholstery, sliding head, good tyres, superb condition throughout, bargain; £365.—Holbrook Motor Co., Ltd., Hill Rise, Richmond. Tel. 4014. [C2058

NAYLOR & ROOT.—1947 Hillman Minx saloon, dark blue, sun roof and heater, immaculate condition; £325; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022.

CAMDEN MOTORS.—Hillman Minx Phase V saloon, 1952, black, red leather, a little over six months old, absurdly small mileage, heater, radio and Tygan loose seat covers; £675.

CAMDEN MOTORS.—Hillman Minx Phase IV saloon, late registration 1951 model, in pastel blue, 11,400 recorded miles, a beautiful car; £595.

CAMDEN MOTORS.—Hillman Minx Phase IV drop head foursome coupe (convertible) 1951, first registered 1/6/51, late property of wealthy barrister-at-law, maintained by London distributors and serviced every 2,000 miles (bills produced); mid-green finish with immaculate leather upholstery; £625.

CAMDEN MOTORS.—Hillman Minx Phase III saloon, 1949, a genuine one-owner car with a much lower mileage than average, original and most attractive condition all round; £495.

CAMDEN MOTORS.—Hillman Minx Phase III saloon, 1949, just resprayed in pastel grey, fitted heater and Regency loose seat covers, moderate total mileage, opportunity to purchase new look Minx at to-days competitive price; £465.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035

1942 Hillman Minx 10hp saloon, not ex-W.D., good appearance and mechanically sound; only £255 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [7143

225 gns.—Hillman Minx, 1939 (registered 1940) de luxe saloon, black, sliding head, brown leather, good tyres, unworn spare, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4013

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

PRIDE & CLARKE, Ltd.—1951 Hillman Minx saloon, green/beige leather, 10,000 miles, one owner, choice of two, £549; 1950 in black or blue, low mileage, one owner, choice of two, £529; 1949 black/beige leather, one owner, £469; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7132

HILLMAN 14

195 gns.—Hillman 14, 1939 de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Hillman Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434 [0871/R

R
S
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0941/R

R
ROOTES, Ltd
DISTRIBUTORS
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0108/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CASH buyers of good Hillman Minxes; distance no object.—Hattons, Lord St., Southport. [0792/R

PHASE V Minx wtd., very low mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6174

REQUIRED immediately, good Hillman 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Hillman Minx saloons from private owners.—Write details or tel. Bradford 41337. [6828

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0086/R

NOTTINGHAMSHIRE distributors, Humber, Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.
MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

HOTCHKISS

HAROLD RADFORD & Co., Ltd.
SOLE concessionaires
SALES and Service.
HAROLD RADFORD & Co., Ltd., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines.) [C3047

CASS'S MOTOR MART.—1939 Hotchkiss 3½-litre 4-speed model saloon, gunmetal, recent engine overhaul, superb, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [89047/R

H.R.G.

HAROLD RADFORD & Co., Ltd.
SOLE distributors for London and Home Counties offer:—
NEW and unused H.R.G. cars available for early delivery.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

H.R.G. Cars Wanted

DILAPIDATED Meadows H.R.G. wanted.—Yates Garage, Hampton-on-Thames. Tel. Molesey 1120. [6981

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

DICKS.
1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine; £595.
1938 Hudson 17, very fine order throughout; £525.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.

1935 Hudson Terraplane saloon, in excellent condition, mechanically sound, suitable for caravan towing, 23mpg; 89gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

SIMPSON'S offer:—
RHD 1949 Hudson Six saloon, all extras, colours dual grey, low mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/5903. [C4015

£275.—1938 Hudson 16.9 saloon, far above average condition.—Grangewood 2530. [C4032

1939 Hudson 22hp 4/6-seater fixed head coupe, steering gear change, new tyres, genuine opportunity: £225!!!—A.Z. Motors, Ltd., Palmerston Rd., N.W.6. Mal. 4723. [C1011

£190.—Genuine 1940 Hudson 16.9 4-door saloon, leather, registered 1946; unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY) Ltd., the Hudson buyers. Wembley 8691/5903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

DISMANTLING Hudsons, 1939 17hp., 1937 22hp and 1934 17hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0425/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4561-7.
WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM) Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

JACK ROSE, Ltd., offer:—
800 miles only.—August, 1952, Humber Super Snipe saloon, absolutely as brand new (black with brown hide upholstery), radio; accept £1,175.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

TOM GARNER, Ltd., offer:—
1952 Humber Super Snipe Mark III saloon, black with red leather, new and unregistered.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—
1952 Humber Hawk Mark IV 16hp saloon, black, brown leather, heater, 4,000 miles; £925.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY ALFREDS & Co., Ltd.—1951 Humber Super Snipe, 15,000 miles, as new.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 Humber Hawk saloon, immaculate, heater, £650.—K.G. Motor & Eng. Co., Ltd., Kingsnorton St., S.W.1. Sloane 1004. [6875

1949 Humber Hawk saloon, green, brown leather, fitted radio, good condition throughout; £615.—John Trigg, Ltd. Esher 1254. [C4058

1950 Humber Hawk saloon, black with brown leather, most attractive; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1

1949 Humber Super Snipe saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1952 Humber Hawk saloon, radio, 2,000 miles.—Green & Zonis, Ltd., 246/252 and 252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028/1

1952 Humber Super Snipe, black/brown hide, loose covers, H.M.V. radio, with interior control aerial, under 5,000 miles, one owner, immaculate; £1,050.—J. DAVY, 180, Kensington High St., W.8. Western 9641. [C1069

OCT. 1950, Humber Hawk Mark IV saloon, 16hp., bronze, red leather, small mileage; £500.—E. C. P. (Engineers), Ltd., Wharf Rd., Stamford. [6971

HUMBER

1952 (Sept.) Humber Super Snipe saloon, 4,000 miles.—Green & Zonis, Ltd., 246/252 and 252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1950 (December) Humber Hawk 16hp saloon, radio, heater, immaculate condition; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

HUMBER Hawk 1951 model (16hp), black with brown leather interior, fitted radio and heater, superb condition; bargain at £695; terms.—12, Church St., Luton 4212. [6775

1952 (April) Humber Super Snipe sal., 5,000 miles, as new, heater, radio, covers, etc.; £1,175.—Tickford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 5358. [C4029

1947 Humber Snipe, fitted loose covers, coachwork very clean, mechanically good; £365; choice of 2.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5154, 3651-2. [C1085

ARCHIE SIMONS & Co., Ltd.—1950 (Nov.) Humber Hawk Phase IV saloon, 16hp, colour black, push button radio and heater, nominal mileage, one owner only, a very good example of this popular model; £725.—94, Gt. Portland St., W.1. Lan. 1543. [C4018

1951 Humber Super Snipe, bronze with brown leather upholstery, one owner, carefully used, works serviced by Henlys, this beautiful car is immaculate in every way, usual guarantee and 7 days' free trial; price £825; h.p. available.—Full list by return post. Euston 4444. [6928

A & S (Fifty Limousines—Lists Posted) 1939, partition, 7-forward, black, private, certified mechanically, selection-£395. Below

£335.—Pullman 1938 partitioned Limousine, 7-forward, black, nice order, ready service.

LIMOUSINES, 1948, partition, forward occasionals, wonderful condition throughout, genuine low mileages, pr.vately owned, selection-£645.

HEARSES 1952 Deluxe Coachwork—(detailed advertisement under Hearses)—bargain prices.

1951 private Limousines, partition, also Imperial Saloons, forward occasionals, mileage negligible, selected carriages, selection from-£895. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

R
ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

ROWLAND SMITH'S.
ROWLAND SMITH'S the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CAMDEN MOTORS urgently require post-war Humber Pullmans; immediate purchase.—Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

1947—51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall, Nicholson, Ltd., Well Lane, Halifax. Tel. 4251. [6867

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2981. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0898/R

BARKING.—For full stocks of spares and genuine service for Humber owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464/R

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1952 XK120, red with biscuit and red upholstery, one owner, never raced, this car is in immaculate condition and has been serviced since new by our Jaguar service station, usual guarantee and 7 days free trial; h.p. available; full list by return post.—Euston 4444. [6919

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GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0027/R

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1950 Jaguar Mark V saloon, finished in ivory with grey leather upholstery, heater and radio, low mileage, carefully used and maintained, must be seen and driven to be appreciated; first £875 secures.

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CAR MART, Ltd.

1950 Jaguar Mark V 3½-litre saloon, heater, guaranteed; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434 [C1039

NEWNHAMS, Ltd.

1950 (Dec.) 3½-litre Jaguar saloon, grey, heater, radio, 12,000 miles, one owner; £975.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

SIMPSONS (EDGWARE).

1939 1½-litre Jaguar saloon, radio, colour green, immaculate; £295.

SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3966 and 7070. [C4014

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1951 model Mark V Jaguar 3½-litre, in black, red hide upholstery, almost unmarked inside and out, one owner, mileage believed a genuine 8,000; open to any examination; accept £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

GUY SALMON AUTOMOBILES offer:—

1952 Jaguar Mark VII, H.M.V. radio, 13,000 miles, faultless condition; £1,575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed; £975.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [C4009

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1947 (December) 1½-litre Jaguar Special Equipment saloon de luxe, metallic grey with red leather, 20,000 miles only, one owner; £535.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1946 Jaguar 1½-litre excellent condition black saloon; £650.—Box 4640. [6947

1950 Jaguar 3½-litre Mk. V saloon, grey/grey hide, heater, one owner, small mileage; £895.

J. DAVY, 180, Kensington High St., W.8. Western 9641. [C1069

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R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056

1940 Jaguar 1½-litre saloon, black, brown hide, immaculate; £265.—Orpington 2453. [7177

1952 Jaguar Mark VII, 9,000 miles, as new; £1,675.—Cyril Sheppard of Reading. Sonning 2546. [7104

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1952 series Jaguar Mark VII saloon, black with brown leather, 7,000 guaranteed miles; £1,650.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [C4005

GUY ALFREDS & Co., Ltd.—1947 Jaguar 1½-litre, H.M.V. radio, heater, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700/R

£990.—XK120 Jaguar, perfect condition, small mileage, easy terms.—Noel Roscoe, 135, High Rd., Byfleet, Surrey. Tel. 270. [C3062

1951 Mark V Jaguar black saloon, radio and heater, mileage 20,000; excellent condition; £900 or nearest offer.—Tel. Catley, Crawley 1100. [6864

JAGUAR

CAMDEN MOTORS.—Jaguar 3½-litre Mark V saloon, 1950, pastel green, all extras, including radio and additional heater at rear, excellent condition; £875.

CAMDEN MOTORS.—Jaguar 3½-litre saloon, October, 1948, silver grey/grey hide, late property senior executive local Jaguar distributors, expertly maintained and a beautiful car in every sense; £565.

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CAMDEN MOTORS.—Jaguar 1½-litre saloon, 1939, probably the most popular pre-war 14hp sports saloon on the road, satisfying performance, modern lines like 1948 model; £295.

CAMDEN MOTORS.—Jaguar 1½-litre drop head four-some coupe, 1939, in silver grey with dark green leather seating, hood reproofed and engine overhauled; £325.

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

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1952 Jaguar Mark VII, registered October, 1,000 miles, midnight blue; list price.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

JAGUAR Mk. VII 1951 (Nov.) for sale, green, radio and heater, 12,000 miles, one owner, perfect condition; £1,400.—Huntley, 145, Albert Rd., Middlesbrough. Tel. 43481. [7048

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

1951 Jaguar Mark V 3½-litre saloon, grey, one owner, immaculate, 3 months' guarantee; £950.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

CASE'S MOTOR MART.—1939 Jaguar 1½-litre saloon, just recellulosed gunmetal, 1952 Pye radio, exceptional condition; £395; written guarantee, 5, Warren St., W.1. Euston 3523. [C1040

1949 Mark V Jaguar 3½-litre saloon, new condition; also 1948 series 3½-litre saloon, excellent; also 1939 2½-litre saloon, good order.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

MARK VII Jaguar saloon, first registered November, 1952, 1,600 miles only, fitted H.M.V. radio; genuine reason for disposal.—Kellett & Pick, Ltd., Northallerton. Tel. 78, day or night. [6927

1950 Jaguar Mark V, one owner, chauffeur maintained, showroom condition, wireless, heater, etc.; best offer over £800.—View by appointment Ambassador 4769, 9 a.m. to 4 p.m. [7153

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LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

JAGUAR

NAYLOR & ROOT.—1948 Jaguar 1½ saloon, black, brown hide, heater, superb condition throughout; £545; six months' guarantee.—25 East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1939 Jaguar 2½-litre drop head coupe, one owner from new, in superb condition; £365.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom, Molesey 6199. [C3057

465 gns.—Jaguar 1947 2½-litre saloon, suede green, sliding head, green leather, heater, Ace discs, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

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GROSVENOR GARAGE, London Rd., Newcastle, Staffordshire. Tel. 66207. [6866

JAGUAR XK120 super 2-seater, in black with red and beige leather reg. March 1951, total mileage 11,000, one owner, not raced, as new.—Offers to H. C. Hutchison, Ardmillan Motor Works, Edinburgh, 11. Tel. 61137. [7098

1939 Jaguar 1½-litre foursome d/h coupe, engine recently reconditioned, nearly new tyres, beautifully clean; £315.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1947 Jaguar 1½-litre saloon, black/brown, Ace discs, H.M.V. push-button radio, mileage 23,822, in really beautiful condition; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

XK120 1951, fully modified, very good condition, many extras, 17,000 miles, one of the fastest XKs raced last season, many awards including 5 wins; fastest XK120 up Prescott; £1,100.—D. H. C. Hull, Finmere, Nr. Buckingham. Finmere 261. [6943

1939 1½-litre Jaguar saloon in suede green, engine recently reconditioned, new tyres, the whole car looks and runs equal to that of a late post-war car; £395, or would exchange with cash adjustment either way.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Goring-by-Sea 42131. [C4027

ROSE & YOUNG, Ltd., offer: 1951 XK120 Jaguar, very low mileage, fitted Motorola radio, winker indicators and chrome rims, whole car as new, spare unused, metallic blue; £1,065.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Jaguar Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jaguar cars 150, Par; Lane, W.1. Grosvenor 3434. [0875/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0234

XK120 wanted.—Jordan, Sandy, Beds. Tel. 64. [6892

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [W4002/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

LOW mileage 1948-49 Jaguar 1½-litre S.E. saloon required.—London Cars, Greenford, Wallow 2643. [C2057

PERFORMANCE CARS, urgently require Jaguar's.—Great West Rd., Brentford, Middlesex. Ealing 8841, or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

XK120, low mileage, wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PRIVATE buyer requires Mk. VII, not run-in, not black, not over £2,000 with all accessories.—Tel. Stoke Golding 202. [7036

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£900 cash for best XK120 offered or part exchange new Ford Prefect or new Austin Hereford.—Grove, Mawford House, Downham, Billericay, Essex. Tel. Ramsden Heath 276. [7125

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PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4419-9. [0404/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5[illegible]0. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

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225 gns.—Jeep (Ford), registered August 1948, coach-built utility, maroon, bench seat, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

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Jeeps Wanted

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100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

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JENSEN Interceptor wanted; quote year, mileage and price.—Box 4707. [7166

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1952 Jowett Javelin saloon, green, 700 miles only; £875.

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1951 Javelin saloon, almost as brand new inside and out, one careful owner; accept £685.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

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NEW Javelins from stock.

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BROOKWOOD 2201-2. [0322/R

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1951 Javelin de luxe, turquoise blue, many extras.

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1952 Javelin de luxe, black; exchanges; deferred terms.—Epsom 1234-8. [6137

1950 Jowett Javelin de luxe, black, immaculate, special modifications; also

1949 Jowett Javelin, green.—Anthony Crook, Caterham 2232-3. [C1065

1951 model Jowett Javelin de luxe saloon, finished in maroon, in excellent condition, one owner; £735.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [5265

1952 Jowett Javelin saloon, beige, small mileage, superb condition; £775 or near offer.—Box 4501. [6577

1952 Javelin de luxe saloon, one owner, black with red leather, fitted radio and heater, immaculate; £875.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

1952 model Javelin de luxe saloon, one owner, fitted heater, grey with red leather, excellent condition throughout; £795.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055/1

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-254, London Rd., Croydon. Cro. 3641-2. [0463/R

1935 Jowett saloon, taxed, good condition, two previous owners; £95 o.n.o.—Prospect 5595. [7013

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1951 Jowett Javelin, 10,000 miles, immaculate; £750.—Fligg, 10, Ashburn Gdns., London, S.W.7. Frobisher 2006. [7156

1950 (late) Javelin 4-door saloon de luxe; £645.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. [6928

1952 model Jowett Javelin saloon de luxe, in grey, perfect condition; £775, part exchanges.—Bowman's Garage, Weybridge. Tel. 1265. [C1053

1952 model Javelin saloon, black and beige, heater, guaranteed 13,000 miles, spare unused; £675. —Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1951 (Sept.) Jupiter sports two-seater, finished in red with red upholstery, mileage 15,000, beautifully kept and in magnificent tune, one careful owner; £795.

GROSVENOR GARAGE, London Rd., Newcastle, Staffordshire. Tel. 66207. [6869

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

1952 Javelin saloon, beige, red upholstery, one owner, under 1,000 miles; £845; also prompt delivery new Javelin and Bradford.—Jowett Sales, 140, Golders Green Rd., N.W.11. Speedwell 0015. [C4004

JOWETT Javelin, Oct., 1949, 25,000 miles, rimbleishers, heater, radiator muff, etc., turquoise blue, very well kept; £495; hire purchase, exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2963. [6955

195 gns.—Jowett 1939 10hp 4-cylinder saloon, black, brown leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 Jowett saloon, specially prepared for fastidious owner, special engine recently fitted with polished cylinder heads, modified gear box and suspension, perforated disc wheels, radio; this car represents a unique opportunity for those desirous of acquiring something different and is remarkable value at £585.

H.W. MOTORS, Ltd., Walton-on-Thames. 2404/5/6. [C2042

Jowett Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041. [0954/R

£700 offered for 1952 de luxe Jowett Javelin.—Keep, Partown Green, Huddersfield. [6945

JUPITER wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0571/R

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A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service [0759/R

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BROOKLANDS, Lagonda distributors, latest models.

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1951 Lagonda 2.6-litre saloon, mileage 10,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

£125.—2-litre Lagonda saloon, excellent tyres; appointment only.—Denham 2025. [6942

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1933 16/60 sports 4-seater, grey and red, good order throughout.

1935 series 4½-litre 4-seater sports tourer, a fine car, in immaculate condition throughout.

1936 4½-litre L.G.45 4-seater tourer, complete engine and chassis overhaul in progress.

1940 V12 Rapide coupe, one owner, completely overhauled Sanction II engine.

FURTHER particulars of these and other models now in course of preparation.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Popesgrove 5584. [C1090

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

1952 Lagonda drop head 2¼, 7,000 miles, as new.—Anthony Crook. Tel. Caterham 2232/3. [C1065

LAGONDA 3½-litre pillarless saloon, excellent mechanical condition, colour black with red hide upholstery, an absolute snip; £295.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1950 Lagonda 2½-litre saloon, all extras, one owner; £1,175.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [6256

1951 2½-litre Lagonda saloon, grey with grey leather, heater, nominal mileage; in spotless condition, one careful owner.—Tice & Son, Ltd., 723, Wimborne Rd., Bournemouth. Tel. Winton 2000. [7175

£100—2-litre 13hp saloon, 1932, brakes recently relined, nearly new tyres, one owner last 15 years; chassis and engine in good order, coachwork serviceable.—Seagrim, Emmanuel College, Cambridge. [6915

LAGONDA 1934 4½-litre close coupled razor edge saloon, beautiful condition throughout, good A.A. report available; £270, or exchange any car, cash either way.—Adlem, 7, Thetford Rd., New Malden, Surrey. Mal. 4189. [6975

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

PERFORMANCE CARS, urgently require Lagonda's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

WANTED, Lagonda 1951 or 1952 drop head coupe.—Full particulars and price to C. Hanson, Nutha'l Lodge, Nuthall, Nottingham. Tel. Nottingham 78727, evenings. [6550

Lagonda Spares and Service

ALL spares for 2-litre open Speed model.—Hunter, 64, Danesmoor Crescent, Darlington. [7050

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [B1080

LANCHESTER

GATEHOUSE MOTORS offer:—

1938 Lanchester Roadrider 14hp sports saloon, black, in excellent condition; £245.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. [C2021

CHARLES POLLETT, Ltd., offer:—

546 miles only, Lanchester 14 sal., beige, owner forced to sell, in brand new condition, 2 months old; offered at £100 under list, £1,435.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL, Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 10hp saloon (1947), black with brown leather, low mileage, excellent; £675.—STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

GORDON CARS (LONDON), Ltd. for Lanchesters.

1951 Lanchester 11hp saloon, 9,000 miles, as new; £925.—GORDON House, 573, Euston Rd., N.W.1. Eus. 6611. [C2023

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £590.—Campbell Symonds, Arnold 2246. [C1037

£155.—1937 Lanchester 14 saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1935 Lanchester 12 saloon, recent overhaul; £160.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

£325.—1939 Lanchester Roadrider 4-door sports saloon, dark green, red interior, recent engine overhaul, bills available, excellent condition; terms; exchanges.—J. G. Ruther & Co., Ltd., Eastern Ave., Romford. Tel. Romford 2332. [6964

175gns.—Lanchester 14 1937 Roadrider de luxe saloon, black, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LANCHESTER 14, current 1951/2 type, registered October, 1951, saloon in dark green with green leather upholstery; de luxe finish, timber cappings, etc., fitted with Tygan loose covers, H.M.V. radio and other extras; spare wheel and tools unused; best offer over £1,190.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6824

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

LANCHESTER 10hp 1951 wanted, really first-class condition essential, private advertiser.—Particulars to Box 4594. [6861

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0237/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

JOHN S. TRUSCOTT, Ltd., usually have the best examples; also many other makes; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274 [C4035

LANCIA Astura sports drop head coupe, outstanding condition and appearance; full particulars from R. A. Stewart, Richmond, Portstewart, Northern Ireland. [7147

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.10. Tel. Hillside 2393. [0343/R

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0382/R

PERFORMANCE CARS, urgently require Lancia's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563 [0506/R

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND) Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

TOM GARNER, Ltd., offer:—

1951 Lea-Francis 14hp 4-light saloon, green with green upholstery, heater, 18,000 miles; £800 under list price.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2030

B. J. HUNTER, Ltd., offer:—

1947 Lea-Francis 14hp saloon, fitted radio, heater; £495.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS.—Individuality, new and used cars.

1948 Lea-Francis 14hp sports 2-str.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1039

LEA-FRANCIS saloon, 300 miles only; reasonable offers; exchange considered.—St. Helens 3900. [6989

1950 model Lea-Francis 1800 export model, right-hand steering, finished in black; £1,075.—BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [6007

1947 model 14hp Lea-Francis 4-door saloon, fitted radio and heater; £495.—Jacquier, Ltd., 75-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

LEA-FRANCIS

1950 (Apr.) 18hp Lea-Francis sports 2-seater, black/red leather, low mileage, one owner, wind-up windows and coupe type body, splendid condition and star performance; £1,065 below list price, £865.—J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [5849

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a 3 months' written guarantee:—

1951 Lea-Francis 18hp streamlined sal., metallic blue, radio, heater and demister, 18,000 miles, carefully maintained; this fast and attractive car offered at £1,450.

1951 Lea-Francis 14hp estate car, I.F.S., one owner, 10,000 miles only, natural wood and gunmetal; guaranteed; £985.

1950 Lea-Francis 14hp sal., black, beige leather, one owner, in excellent condition; guaranteed; £845.

1949 (Aug.) Lea-Francis 6-light streamlined sal., black, radio and heater, one owner; £950.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1951 Lea-Francis 2½-litre sports 2/4-seater, gunmetal, coupe-type body, mileage 15,000, definitely as new, many extras, make new price over £2,000; accept £850; (exchange considered).—Dixon, Redholme, Wigton, Cumberland. Tel. 205. [7044

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6 [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MERCEDES

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

MERCEDES-BENZ

EXCHANGE or sell.

£575 Mercedes-Benz 500k 4/5 seater drophead, very beautiful condition, reasonable offers considered.—Swanmore Garage, 1178-1180, Christchurch Rd., Boscombe, Bournemouth. Tel Southbourne 43544. [C4024

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 type 230 20hp Mercedes-Benz 4-door saloon, right-hand steering, black with grey leather, in immaculate condition throughout.—Victoria 8715. [7108

1941 (first reg.) Mercedes-Benz Cabriolet, similar to 500K, with 3.8-litre engine, l/h drive, beautiful condition, finished black and poly-grey with red leather upholstery; £525.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165

MERCURY

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

CAR MART, Ltd.

1951 M.G. T.D. 2-seater, 3,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1940 M.G. 2½-litre drop head foursome coupe, immaculate throughout, light grey cellulose, blue leather upholstery, nearly new hood, performance consistent with this very popular model; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

M.G.

PC

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. TC 2-seater roadster 1949, £445; M.G. TC 2-seater roadster, 1949, £495.

M.G. TC 2-seater roadster, 1949, £425; M.G. TA 10hp Tickford coupe, 1939, £395.

M.G. TB 10hp 2-seater, 1939, £395; M.G. TA 10hp 2-seater, specimen, 1938, £365.

M.G. TA 10hp 2-seater, 1939, £265; M.G. TA 10hp 2-seater, 1936, £245.

M.G. VA 1½-litre d./h. foursome, 1939, £275; M.G. 2-litre 18hp Charlesworth tourer, 1937, £265.

M.G. PB 9hp 2-seater, 1936, £225; M.G. PA 8hp 2-seater, 1935, £175.

M.G. Mark II 18/80 sports saloon, 1950, £155; M.G. 2-litre 18hp saloon 1936 £165.

M.G. J2 8hp 2-seater, 1933, £145; M.G. 12hp coupe, 1933, £125.

M.G. PA supercharged 2-seater, 1934, £195; M.G. 12hp tourer, 1932, £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C2041

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. 2nd stage 2-seater, numerous extras, one owner, positively as new; £725.

1949 M.G. T.C. sports 2-seater, £90 worth of extras fitted; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES RICKARDS, Ltd., offer:—

1952 (Jan.) M.G. TD 2-seater, one owner, mileage 5,700 various extras, in faultless condition throughout; £675.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 3 min. from Marble Arch). Pad. 1820. [C3050

CHARLES FOLLETT, Ltd., offer:—

1950 M.G. T.D. 2-seater, green, specially tuned at cost of £120, luggage carrier, 2 spares, a carefully kept car with increased performance, gunmetal; £595.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

JACK ROSE, Ltd., M.G. agents, offer:—

1951 M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £715.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

PARADE MOTORS (MITCHAM) offer:—

1939 M.G. T.A., black and red, good tyres, new hood; £295.

1938 M.G. T.A., British Racing green, new hood and side screens, reconditioned engine; £285.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham. Tel. Mitcham 3392. [C3036

BROOKLANDS.—Individuality, new and used cars.

1952 M.G. T.D. sports 2-str., supercharged, many extras, 7,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1039

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1951 (November) M.G. T.D. model, green, beige, as new, £650.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 5658. [C1006

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1949 M.G. Roadster, T.C., finished green, green leather, radio, moderate mileage excellent order throughout; £435. [C1001

1951 M.G. 1¼-litre saloon, black, green upholstery, 12,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181) [C4046

1949 M.G. TC 2-seater, black, 12,000, one owner; choice two from £525.—Below.

1947 M.G. TC 2-seater, in excellent condition, small mileage; £395.

RIPCO, Ltd. (M.G.s) Purchased, 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

M.G. TA, cream, new hood, twin horns, spot, Brooklands wheel, mascot; £295.—Box 4684. [6684

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

1939 M.G. Midget, cream; £215 or near offer.—Poole Hall, Nantwich, Cheshire. Tel. 5225. [7145

£395.—M.G. T.C. 2-seater, 1946, excellent appearance throughout, good performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1946 M.G. 2-seater, also 1938 similar, both excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1952 TD M.G., red with beige upholstery, as new, several extras; £730.—7, Parkway, Gidea Park, Essex. Romford 1237. [7061

1951 TD, faultless and unmarked; £625.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1950 M.G. T.D. 2-seater, black, spare unused, condition as new; £575.—H. C. Paul, Ltd., 22, Bruton Place, W.1. Mayfair 0821/2. [C3040

M.G. 2.6-litre saloon, 1939, immaculate condition throughout, radio fitted; £335.—250, Belsize Rd., Kilburn, London, N.W.6. [7162

425 gns.—M.G. Midget, December, 1949, 11hp T.C. 2-seater, metallic blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—M.G. Midget, late 1946, 11hp T.C. 2-seater, black, fawn leather, many extras, excellent condition; choice of 6 T.C.s; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. 1939 2.6-litre sports saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

NAYLOR & ROOT, 1951 M.G. 1¼ saloon, maroon, radio, low mileage; £695, 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

WALTER SCOTT, Ltd.—1947 M.G. T.C., green, beautiful condition; £385; terms, exchanges.—39, College Cres., Hampstead, N.W. 3 (Swiss Cottage Tube). Pri. 5914. [C4006

1945 first registered, 1939/40 M.G. 2-litre Tickford drop head, most beautiful car, in immaculate condition, many extras; £375 o.n.o.—Tel. Maidstone 87600. [6941

1939 M.G. 1½-litre 4-door saloon, exceptional condition, 4 new tyres, battery, radio; nearest £350 or part exchange post-war Minor.—3, Wick Rd., Brislington, Bristol, 4. [6865

1951 M.G. 1¼-litre sun saloon, bronze with red leather upholstery, heater fitted, carefully used, one owner, new battery and tyres; £725.—Lake, 11, Douglas Close, Worthing. Tel. 74. [6960

1951 M.G. 1¼ saloon, black, radio, one owner, nominal mileage, absolutely faultless throughout; £645.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

M.G. 1¼-litre (March, 1951) black saloon, trimmed maroon and walnut, 10,700 miles, one owner, chassis and body perfect condition, tyres excellent, 1 unused, heater, Notek, covers; £700.—28, Blenheim Rd., St. Albans. Tel. 4405. [7072

SOUTHPORT. 1952 model M.G. TD 2-seater, black/green, speedo, reading 6,900, as new; cheapest offered at £665; 1947 TC, black/red, exceptional condition throughout, £375.—Lifes, West St. Tel. 3774. [7076

1938/9 M.G. 1½ saloon, superb; £350; 1935 M.G. J.1, 4-seater, taxed and insured, £165; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 6894. [C3059

M.G. 1938, series T.A., blue, new engine fitted, 1949, new hood, tonneau, loose covers, radio, good tyres, taxed, exchange considered, reasonable offer accepted.—Wake, Spring Coppice, Avenue Rd., Dorridge, Warwickshire.

£275.—1½-litre open 4-seater, B.R. green, green leather, 1938 model, but in post-war condition; Windtone horns, Lucas passlight, latest Motorola radio, etc.; new hood sidescrens and tonneau; mechanically perfect; all instruments, etc.; bargain.—Jordan, Sandy, Beds. Tel. 64. [6895

M.G. Cars Wanted

CM THE CAR MART, Ltd. wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

£500 offered for T.D. M.G.—Glenroyd, Scaitcliffe, Todmorden, Lancs. [6857

MG. 2-litre, about 1939, state condition.—Reynolds, 1, Devon Rd., Bedford. [6906

DILAPIDATED M.G. Midget P type or later wanted.—Yates Garage, Hampton-on-Thames, Molesey 1120. [6962

PERFORMANCE CARS, urgently require M.G's.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1286

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock) Mayfair W.1. Mayfair 3104-5. [0696/R

M.G. Spares and Service

TOULMIN MOTORS, M.G. specialists, Staines Rd., Hounslow. See displayed advertisement page 10. [0349/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 6841. [8304l/R

M.G., ohc models, most spares available, new screens, petrol tanks, springs, cycle type wings, M.G. Workshop Manual, covering all models; 31/- post free.—Derrington, 159-161, London Rd., Kingston 5621-2. [81071

M.G. Spares and Service

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7 Hertford St., London, W.1. Gro. 4141. [0505 R

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3053. [0433/R

MORGAN

SLOCOMBES, Ltd., The Morgan people.

WE always have a good selection of 3- and 4-wheeler Morgans for your inspection.

TERMS and exchanges with pleasure.

WRITE call or phone

38/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017

465 gns.—Morgan 4/4 1949 10hp drop head coupe, blue, black leather, 2 spare wheels, one careful owner, 13,250 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Morgan 4/4 late 1949 10hp sports 2-seater, blue, black leather, good tyres, 2 unused spares, carefully used, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (Mar.), Morgan Plus Four 2-seater tourer, ivory with red upholstery, one owner, as new, —Further particulars, County Motors (Carlisle), Ltd., 14, Botchergate, Carlisle. Tel. 24387/8. [6890

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S., the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

REQUIRED immediately, good Morgan.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object.—Details, please, to 200 Gt. Portland St., W.1. Langham 0012. [W2003

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd. 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. J. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor saloon, 5,000 miles; £545.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1949 Morris Minor saloon, most carefully used, really as new; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1951 Morris Minor tourer, black with beige leather; £550.

H. A. SAUNDERS, Ltd., Austin House, Worcester. Tel. Worcester 2568. [C4005

1949 Morris Minor tourer, one owner, excellent condition; what offers?

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011

1951 Morris Minor saloon, 5,000 miles, grey, spare unused; £545.

RIPOO, Ltd. (Morris's Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1952 Morris Minor, grey, maroon, 6,000 miles, in excellent condition, B.M.T.A. consent.—Below.

1951 Morris Minor tourer black, 8,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1952 (October) Morris Minor saloon, 400 miles; £595.—Mansfield Autos, Ltd., Euston 2587. [C3001

1952 Morris Minor tourer, grey, carefully serviced, immaculate, 7,500 miles.—Molesey 2456. [6916

1951 Morris Minor saloon radio, Fram, covers, as new; £500.—Deller, 172, Holland Rd., W.14. Park 5396. [7146

1952 (Sept.) Morris Minor saloon, 900 miles, B.M.T.A. consent; list price.—Ernest Sutton, Tel. Rogate 4. [C4025

1951 (July) Morris Minor sal., black, red leather, 6,000 miles, one owner, immac.; £550.—Clark, 16, Rosemont Ave., N.12. [699

1951 Minor tourer, 5,000 miles, Thames blue, immaculate condition; £475.—18, Hartsmead Rd., Mottingham, London, S.E.9. [7056

1949 Morris Minor saloon, black, small mileage, excellent condition; £450.—Dobsons, Ltd., Staines, Middlesex. Tel. 801 [C1074

1950 Morris Minor saloon, many extras, excellent condition; £500.—E. Saggers, 39, Langford Crescent, Cockfosters, Barnet 0265. [7010

1949 (Nov.) Morris Minor tourer, one owner, excellent condition; £455.—C. N. Wilson, Vincent House, Pembridge Square, W.2. Bayswater 1155. [7078

MORRIS MINOR

1950 Morris Minor 4-seater tourer, black/beige, speedo. reading 17,000 miles, exceptional condition throughout, £475.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

465 gns.—Morris Minor 1949 (registered 1950) saloon, black, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris Minor (December, 1949) tourer, Romain green, fawn upholstery, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Morris Minor, very clean, full particulars on application.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6262

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner, £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914 [C3006

NAYLOR & ROOT, 1949/50 Morris Minor 4-seater, maroon/beige, low mileage, very attractive; £595, 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1951 Morris Minor tourers, Thames blue or black/beige leather, 8,000 miles, one owner; choice of two from £449, 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [7131

Morris Minor Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

MORRIS Minor, left-h.d., wanted.—Adlem, 7, Thetford Rd., New Malden, Surrey. Mal. 4189. [6974

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0565/R

1950/52 Minor saloon wanted, as new.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6254

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Morris Minor saloons from private owners.—Write details or tel. Bradford 41337. [6627

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Morris 8, Series E saloon, black cellulose, blue leather upholstery, one change of ownership since new, very economical; 349 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GLANFIELD LAWRENCE offer:—

1948 Morris 8 4-door saloon, black/brown, one owner and 20,000 miles only, exceptional condition throughout; £395.—407, High Rd., N.12. Finchley 0091. [C2055

£175.—1937 Morris 8 saloon, engineer owner, recond. engine, clean condition.—Below.

£145.—1936 Morris 8 4-seater tourer, blue, excellent runner, clean condition, taxed.—Bray Motors 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Morris 8 two-door saloon for sale; inspected Maidenhead area.—Box 4710. [7175

1947 Morris 8 saloon, one owner, 19,000 miles only, immaculate; £325.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1947 Morris 8, sliding head, black, very clean, one owner; £545.—Cranmore, Tel. 2040 Potte's Bar. [C1062

1947 Morris 8 saloon, recond. engine, black, brown leather, 6 months' warranty; £315.—Haskins, Ladbroke 1155 [C5027

1947 Morris 8 black sunshine saloon, one owner, many extras, perfect condition; £540.—Tel. Erith 3948 evenings. [6991

1939 Morris 8 4-door saloon, guaranteed; £225, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

£225.—1939 Morris 8 Series E de luxe saloon, terms, exchanges.—C.A.P. Motors, 130, Clapham Rd. Reliance 2895-6. [C1058

1948 Morris 8 4-dr. sal., black/brown, 19,000 miles, as new.—Tickford Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. [4029

£145.—1937 Morris 8 de luxe saloon, black, excellent runner, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [7134

1947 Morris 8 4-door saloon, original owner, very carefully maintained, £325 terms exchanges.—H. Rose, The Lynch Garage, Uxbridge 122. [C3055

1946 Morris 8 Series E sln., thoroughly sound, clean car; £510.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4015

1947 (Oct.) Morris 8 saloon, excellent condition guaranteed; £285, exchanges, terms.—Palmers Motors, Ltd., 55, York St., Twickenham. Popesgrove 1890. [C3054

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

295 gns.—Morris 8 1946 de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Morris 8 1939 de luxe saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8 1938 de luxe saloon, blue, sliding head, leather upholstery, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Morris 8 1937 de luxe saloon, green, sliding head, green leather, good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Morris 8 1935 (registered 1936) de luxe 2-door saloon, black, sliding head, maroon leather; terms, exchanges.—Rowland Smith, below.

95 gns.—Morris 8 1935 tourer, green, good condition; choice of 15 Morris 8s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 Morris 8 saloon, immaculate condition, finished in black with brown leather; £385.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976/R

MORRIS TEN

1939 Morris 10, immaculate condition throughout; £335

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1946 4-door de luxe saloon, black coachwork, brown interior, one owner, well kept; £285.

READ BROS. MOTOR Co. (LONDON) Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1947 Morris 10 saloon, black, first-class condition throughout, recent A.A. report; £345.—John Trigg, Ltd., Esher 1234. [C4033

1939 Morris 10 saloon, smart appearance and in good running order; £225.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4060

1948 Morris 10, very special condition; £390.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

WALTER SCOTT, Ltd.—1946 Morris 10, black, exceptional condition; £345.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1939 Morris 10 saloon, excellent condition, guaranteed; £225, exchanges, terms.—Palmers Motors, Ltd., 53, York St., Twickenham. Popesgrove 1890. [C3034

1935 Morris 10/4 de luxe saloon, black with brown leather interior, bodywork well above average, mechanically very good throughout; new piston rings now being fitted: £145.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel Putney 3593. [C4030

Morris Ten Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0977/R

MORRIS TWELVE

DICKS.

1938 Morris 12 saloon de luxe, very much above average condition; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1939 Morris 12hp saloon, one owner since new, in exceptional condition throughout; £285.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [C1054

1940 Morris 12, black, good condition inside and out, 2 new tyres, new battery; £200.—Gill, 33, High St., Stretham, Ely, Cambs. Tel. 257. [6859

225 gns.—Morris 12 1938 series III de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchanges.—Rowland Smith, below.

49 gns.—Morris Cowley 1933 saloon, black, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St (Hampstead Tube) Ham. 6041. [0978/R

MORRIS FOURTEEN

1938 Morris 14 saloon, black/brown leather, excellent condition, good tyres; £195.

G & H. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C3025

1938 Morris 14 saloon, in nice condition, any trial; £175.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

MORRIS OXFORD

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, one engineer owner, as new; £575.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C3040

OVERSEAS CARS, Ltd., offer:—

1951 Morris Oxford saloon, black/red leather, mileage 7,120; £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

MORRIS OXFORD

SLOCOMBES, Ltd., Willesden 4869.

1951 (June), recorded mileage 8,000, grey, brown interior, as new condition; £625.

ALSO brand new Oxford for immediate delivery.

HIRE purchase, part exchanges and A.A./R.A.C. inspection welcomed.—38/52, Dudden Hill Lane, N.W.10. [C4017

BLUE STAR GARAGES, Ltd., offer:—

1950 Morris Oxford saloon, black, reconditioned as new, choice of 6, all guaranteed; £585.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2311. [C4031

1950 (Oct.) Morris Oxford, perfect condition, one owner; offers?—Balham 1515. [7080

1952 Morris Oxford (June), blue, faultless condition, privately owned; £675.—Shakespeare, Dunstan Crescent, Worksop, Notts. [7008

1949 Morris Oxford, immaculate order; £500.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1050

1949 Morris Oxford saloon, green, one owner, excellent condition; £485.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [C1074

1951 (Sept.) Morris Oxford saloon, grey, brown leather, heater, 12,000 miles, as new; £625.—Miller, Northbach, nr. Cheltenham. [7063

1950 Morris Oxford saloon, one owner, in first-class condition throughout; £525.—L. F. Dove, Ltd. Guildford Rd., Woking. Tel. 1282. [C1078

1949 (Sept.) Morris Oxford, black, fawn interior, heater, 25,000 miles, one owner, practically new Dunlops, taxed; £475.—Tel. Burnham (Bucks) 225.

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £650.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1951 (Apr.) Morris Oxford saloon, black, brown leather (latest type Dunlopillo upholstery), heater, 12,000 miles, as new, free of B.M.T.A. restrictions; £645.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1949 (Nov.) Morris Oxford saloon, black/brown, 7,000 miles only.—Gerry Browne Motors, 55-57, South Edwards Square, London, W.2. Western 4351. Trade only. [C1031

1952 Morris Oxford sal., black with red upholstery, radio and heater, 4,000 miles; £775.—Jack Olding & Co., Ltd., Audley House, North Audley St., London, W.1. Mayfair 5242. [C3030

1951 (April) Morris Oxford, latest type, Dunlopillo upholstery, black, brown leather, heater, small mileage, one owner; £565; terms.—Hookwood Garage, Reigate Rd., Horley 217, Surrey. [6979

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, grey with brown leather, one owner, genuine 8,000 miles, superb condition; £650; three months' written guarantee; also 200 guaranteed used cars of all makes.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

Morris Oxford Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0364/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429. [W4052

MORRIS SIX

1950 Morris Six, beige-grey, fitted radio, heater; £525.—Tel. Welwyn 568. [7068

1950 (August) Morris Six black and brown, one owner, unmarked; £555.

ERIC HAYES, Ltd., 13 Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1950 Morris Six, one owner, as new; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

MORRIS Six, 1950, 35,000 miles, good tyres and bodywork, nice running condition; £485.—Hastewell, Skelmanthorpe, Huddersfield. [6993

£495.—(Sept.) 1949 Morris Six, black, 19,000 miles, absolutely as new, terms, exchanges.—J. G. Ruther & Co., Ltd. Romford 2332. [7110

1950 Morris Six saloon, maroon with red leather, 16,700 miles; offers.—Jack Olding & Co., Ltd., Audley House, North Audley St., London, W.1. Mayfair 5242. [C3030

MORRIS Six black saloon, Nov. 1950, 22,000 miles, one owner, wireless, heater, covers, mats, immaculate; £650.—Brennan, 8, Millfield Rd., Whickham, Newcastle-on-Tyne 87351. [6975

Morris Six Cars Wanted

C
M
THE CAR MART, Ltd., to wish purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0675/R

Morris Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0979/R

Morris Miscellaneous Cars Wanted

MORRIS wanted.—Smith's, 86, Chase Farm Rd., N.W.1. Gul. 2767 [0624/R

HATTON'S, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798/R

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1 Tel. Mus. 1982/8574. [0342/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details, please, to 200 Gt. Portland St., W.1. Langham 0012. [W2008

NASH

NASH 1939 Ambassador, heater, radio, l.h. drive, upholstery very good, fine hire car, inspectable East London; no reasonable offer refused.—Write Box Z.B.879, Deacon's Advertising, 36, Leadenhall St., E.C.3. [6918

OLDSMOBILE

SIMPSON'S offer:—

1951 Oldsmobile Rocket convertible, all extras, approx 3,000 miles.

1949 Oldsmobile 76 saloon, hydramatic drive, fitted all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4035

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1939 Oldsmobile 29hp saloon de luxe, black, engine overhauled, good tyres, smart car; £345.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 3600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6636-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

95 gns.—Opel Cadet (December, 1957) saloon, black, very good condition; choice of 3 Opels; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980/R

Opel Spares and Service

REPAIRS, spares, wings, reconditioned engines, suspensions, etc.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0240

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., PACKARD Sole Concessionaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings Great West Rd., Brentford, Middlesex. Ealing 3400. [0262/R

1937 Packard 120 four-door saloon blue, engine recently rebored £250.

McKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. [C3020

1937 (June) Packard 8-cylinder 33.8hp saloon, black, unblemished, mechanically perfect; £225.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [7107

LATE Packard, r.h.d., 4-door saloon, 22,000 miles, one owner; £1,500.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4008

PACKARD Six foursome d.h. coupe, 1938, new battery, brakes, v. good tyres, beautiful leather upholstery, bodily and mechanically perfect, taxed; £325.—Pollards 2526. [7005

PACKARD Super 8 saloon 1937, fitted radio, 2 spot lamps, just been decarbonised and brakes relined, chauffeur driven, in excellent condition throughout; £350.—Chauffeur, 6, Pout St. Mews, Chelsea, S.W.1. Kensington 4226. [6925

1937 (July) Packard Super 8 limousine, as new, privately owned, 7 forward seats, occasional seats full inside of body, cloth rear, leather front, any trial or examination; £575.—Collom's Car Sales, Ltd., 292-306, Lanark Rd., W.9. Tel. Maida Vale 5134, 5651-2. [C1055

1950 Packard 23rd series 8-cylinder saloon, black with red leather upholstery, fitted with overdrive, heater, defroster, radio, twin spot lights, winking direction indicators, new tyres all round, maintained by Leonard Williams & Co. since new, who have car's complete history, left-hand drive, small mileage, exceptionally nice car and in very good condition; price £1,800.—A. J. Walter, tel. Horley, Surrey, 1420 or 356. [6842

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

LIMOUSINE 1940 Super-8 de luxe coachwork, partition, 7-forward, black, reasonable mileage, privately owned 1949-condition throughout. £750 (Tax £12/10). Alpe & Saunders, Providence Court North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

PACKARD wanted, late model, r.h.d., ultramatic, private buyer; lowest cash price.—Box 4686. [7000

JOE THOMPSON (MOTORS), Ltd., Packard Specialists, 97 Fulham Rd., S.W.3. Kensington 4056. [0902/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

WANTED, 6-cylinder saloon, first-class condition, genuine low mileage.—Details and price to Sandbeck Motors, Ltd., Wetherby. Tel. 129. [7056

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [0903/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 5400. [0469/R

PLYMOUTH

SIMPSON'S offer:

RHD 1947 Plymouth saloon, fitted with all extras, colour black.

1949 Plymouth saloon, fitted with all extras, colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

PONTIAC

SIMPSON'S offer:—

RHD 1949 Pontiac saloon, all extras, burgundy and fuchsia, low mileage.

1951 Pontiac hydramatic saloon, all extras, colour black, approx. 7,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

B. J. HUNTER Ltd., offer:—

1947 Pontiac drop head coupe, all-electric, innumerable extras; £595.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1949 Pontiac Silver Streak six, l.h.d., 2-door saloon, grey, immaculate, radio, heater, 24mpg; £950.—Sisman, St. Benet's, Minnis Rd., Birchington. Tel. Thanet 41486. [6911

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2361. See "New Car Section." [0629/R

RACING CARS

MR PETER BELL has for disposal:—

ONE Thames Ford, Perkins diesel-engined racing car van.

ONE 8-litre Bentley.

ONE 2-litre E.R.A. This is the car that holds Continental hill climb records, etc.

ONE Heenan & Froude engine test bed, type DPX.548, high speed.

DETAILS from Mr. G. Boyts, 225, Cambridge Rd., Ellesmere Port, Cheshire. [6866

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0621/R

1000cc Riley-engined racing special, unblown, in racing green, registered for road; included in Auction Sale, Feb. 11, by Andrew & Ashwell, 45, London Rd., Leicester. [7138

4.9 Bugatti Monoposto single-seater, twin superchargers, twin carburettors, twin camshafts, Straight 8, built 1938 by Hassan for Wilkins, cost approximately £6,000, ultra-modern chassis, independent suspension, Hiduminium body, Lockheed hydraulic air-cooled brakes, Dunlop racing tyres, stripped and tuned by Louis Giron, reputed output 525 b.h.p.; opportunity to secure one of the fastest racing cars in the world, almost brand new, at a fraction of its cost.—Speedsters, Ltd., Offices at "Old Straddles," Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628. [C4020

RAILTON

MAJOR J. F. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

A-ONE MOTORS (LONDON), Ltd.—Second to none A selection; also spares, reconditioned engines and after-sales service.—24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. [0833/R

Railton Cars Wanted

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2948. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAMS RENAULT SALES AND SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer the following Renaults:—

1950 760 saloon, many extras; £495.

1949 8.3 4-door saloon, choice of two; £385, £345.

1946 8.3 Utility 4-door; £275.

1939 8.3 de luxe saloon; £225.

1939 12hp saloon, black; £250. [0126/R

1950 Renault 750 de luxe, one careful owner; £470.—Watkins, 12, Ile Vere Gardens, W.8. Tel. Wes. 2665. [7032

1951 Renault 760 4-door saloon, owner driver, excellent condition throughout; nearest over £525.—Vickery's Garage, Church St., Ilfracombe 80. [6996

1950 (Nov.) 750cc saloon, 12,000 miles, one owner, who has purchased larger car; £490.—Capt. Hensley, 3, Regal Court, Worksop, Notts. Tel. 2474. [7019

1951 Renault 760cc rear-engined saloon, 12,000 only, one owner R.A.C. exam. invited; £495 or exchange.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [7021

£475.—1950 (October) 760cc Renault, just fully overhauled by makers, many extras, one meticulous owner, unmarked.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5434 [C3045

MAYFAIR GARAGES, Ltd.—1949 model 8.3hp 4-door de luxe saloon, beige, leather upholstery, nominal mileage, extremely smart car with fine road performance; 3 months' guarantee; £595.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [C3009

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [3127/R

Renault Spares and Service

DISMANTLING 1937 Renault 18/4 coupe, all parts, other models.—"Motolympia," Oswestry. Tel. 480. [0544/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

DICKS

1937 Riley Kestrel saloon, enthusiast maintained, most attractive; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

SAUL & SLATTER, Ltd., offer:—

1949 Riley 2½-litre sports 3-seater; £695.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [C4002

GUY SALMON AUTOMOBILES offer:—

1952 Riley 1½-litre saloon, 700 miles; £1,125.

1951 Riley 2½-litre saloon, 12,000 miles, one owner, faultless condition; £995.

1949 Riley 1½-litre saloon, moderate mileage, exceptionally well maintained, one owner; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1953 Riley 1½-litre saloon, new, grey/red; list price.

1951 Riley 1½-litre saloon, 10,000 miles; £925.

1949 Riley 1½-litre saloon, black/red; £695.

1948 Riley 1½-litre saloon, black/beige; £625.

73—79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1952 Riley 1½-litre saloon, green with beige leather, 4,000 miles by one owner; £1,075.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

£850—1950 Riley 2½ Roadster.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1949 Riley 1½-litre saloon, fitted radio and heater, low mileage; £715.

RIPOO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. [C3052

SUSSEX specialists for Riley cars and spares.—Caffyns Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [0079/R

£200—Riley 12, 1938, saloon, well maintained.—St. Mary's Motor Co., Market Harborough. [6885

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1949 Riley 2½-litre, small mileage, radio and heater; this car is in exceptional condition; £795.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Slo. 1355 and 1709. [6306

1952 Riley 2½-litre saloon, built-in heater, loose covers, mileage 5,900, like new; £1,350.—Brill, Elborough House, Corsham, Wilts. [7017

RILEY

1936 Riley 9 saloon, twin carburettor, tyres good, uses no oil, mechanically sound, body good; £125.—54, Cotman Rd., Norwich. [7042

1935 Riley 9 Monaco, good; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parsway, N.W.1. Euston 2700 and 8894. [C3059

THE RILEY CENTRE, at 189-195, Pavilion Rd., Sloane St., S.W.1. (5 minutes Sloane Sq. Tube.) Sloane 8326, offer the following selected Rileys:—

£185.—1935 series Kestrel 9hp, very smart and reliable car fitted heater, oil cell, etc.

£165.—1935 series Monaco 9hp, resprayed, engine completely rebuilt, genuine special series engine, twin carbs. and Scintilla mag., a fast car.

£135.—1930 Monaco, a faultless car in every way, one owner only, garage maintained by one firm since new, complete history available, genuine 44mpg., 5 new tyres and many extras, will motor on for years.

GOOD Rileys always in stock from £55 and always wanted to purchase. [7103

1948 Riley 1½-litre saloon, black, red leather, immaculate; £650.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

1940 1½-litre Riley saloon, colour black, beige leather, guaranteed 21,800 miles; £575.—Woking Motors (Maybury Hill), Ltd., Woking 1925. [C4057

£135.—Riley 12 Falcon sports saloon, black, red interior, excellent runner; bargain.—Haverstock Garage Haverstock Hill, N.W.3. Gullivr 2662. [7155

£185.—1935 Riley 12/4 1½-litre sports saloon, excellent runner in definitely above average condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1054

1946 Riley 1½-litre, almond green with green leather, in outstanding condition throughout; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

£444!!! Riley 1½-litre, prototype of post-war chassis with special foursome drop head coupe bodywork, undoubtedly specimen condition, and just as a Riley should be.—Below.

£222!!! 1936 Riley 1½-litre special engine, late owner enthusiast who maintained this vehicle beautifully, many extras, undoubtedly in magnificent condition and tremendous value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

1937/8 Riley 9 Merlin saloon, in hands of one family since new, and in superb mechanical condition; £195.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4448. [C3016

MAYFAIR COUNTRY CARS offer Riley 2½ Roadster, superb condition, one owner, recorded mileage 13,500, £750; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3006

1948 Riley 1½-litre foursome drop head coupe, black/brown leather, heater, most excellent condition throughout, a pretty car; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

165gns.—Riley 1936 1½-litre Merlin saloon, black, sliding head, red leather, preselector, good tyres, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CRUISE at 60 all day for £370. July, 1939, black 12hp saloon, 70,000 regularly garage serviced £115 reconditioning August, 1952, 29.63 m.p.g., last 2,500; hair-line external frost crack 1944—solvent sealed—no trouble, travel to genuine buyer within 100 miles radius of Bickley, Trowscoed, Trowscoed Ave., Cheltenham. Tel. 3857. [6933

£595!!!—Feb., 1947, Riley 1½-litre saloon, one of the of the three cars owned at the same time by wealthy country family, actually chauffeur maintained and driven with exceptionally small total mileage, maroon and black finish is practically unmarred, no extras fitted but overall condition must surely compensate.

£695!!!—Late 1949 Riley 2½-litre saloon, another genuine one owner car in truly exceptional condition, open to any examination or trial.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1951 (May) Riley 2½-litre drop head coupe, matin bronze, red leather, 12,000 miles by one experienced owner, condition throughout comparable to new in every detail, loose covers, protective mats, 5 Goodyear Eagle tyres hardly worn, cost nearly £1,600, outstanding value £985; also many others, exchanges, deferred terms.—John S. Truscott, Ltd., Authorised Riley Agents, 178, Westbourne Grove, W.11. Bay. 4276. [C4055

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5434. [0969/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

RILEY 2½-litre drop head required; offering in part exchange Jaguar XK120, 1951, 8,000 miles.—Details E. B. SEEMANN, c/o Electro Motion, Ltd., 61, King St., Leicester. Tel. Leicester Granby 453-4. [6916

CAMDEN MOTORS urgently require a 1950-51 Riley 1½-litre saloon.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

REQUIRED immediately, good Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

PERFORMANCE CARS, urgently require Riley's.—Great West Rd., Brentford, Middlesex. Ealing 8841: or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May 3051. [W3043

URGENTLY required, 1946-52 Riley 1½-litre saloons. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1285

Riley Spares and Service

FRANK L. HALL OF MAIDENHEAD

SPECIALISED knowledge and personal supervision of Riley sales and service guaranteed satisfaction.—Tel. Maidenhead 713. [7950

HARTLEY'S for Rileys, spares and service.—165-171, Strangeways Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0238/R

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited, send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8636

ROLLS-ROYCE

J
B
JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to:—
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY Ltd. [0067/R

DICKS.

1933 Rolls-Royce 25hp owner-driver saloon, well kept quality car; £595.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

RIPPON.
RIPPON.
RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

EXCHANGE or sell.

1947 Rolls-Royce Silver Wraith Park Ward owner-driver saloon.
1937 Rolls-Royce 25/30 Hooper owner-driver saloon (30,000 miles only).
1937 Rolls-Royce 25/30 Barker saloon (28,000 miles only).
1937 Rolls-Royce Phantom III Freestone & Webb 7-seater Limousine, all hide, (43,000 only).
ALL reasonable offers considered.

SWANMORE Garage (Rolls-Royce specialists), 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

PARK WARD & Co., Ltd.

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.
PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer from their selection of first-class used cars:—
1950 Silver Wraith H. J. Mulliner touring saloon, only 15,000 miles; £4,950.
1944 Wraith sports saloon by Young with division; £2,850.
AUDLEY House, North Audley St., London, W.1. Mayfair 5342-3-4. [C3030

MASCOT MOTORS, Ltd., offer:—

1936 25hp Hooper sports saloon, with division.
1936 25hp Thrupp & Maberly sports saloon.
1934 25hp Salmon sports saloon.
1933 25hp Freestone & Webb sports saloon.
1931 25hp H. J. Mulliner 4-light saloon.
1930 25hp, with 1938 semi-razor-edge sports saloon.
1928 25hp Windover 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.
MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1231-2. [C3007

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unqiue selection of Rolls-Royce cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

£175.—20hp Rolls-Royce, 1927, landaulet, 7-seater. —St., Mary's Motor Co., Market Harborough. [6866

1933 Rolls-Royce 20/25 limousine, T. & M., exceptional condition, Rolls maintained.—Sto. 6680, or Box 4682. [6971

ROLLS-ROYCE

A & S display selection 12 Rolls-Royce Limousines, moderate mileages. (Mechanical guarantee certificate.) Be.ow.

LIMOUSINES 1955/25hp Thrupp-Hooper, leather, partition, black, 7-forward, superb. £695.
LIMOUSINES 1957/30hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileages, black, bargain. £960.
LANDAULET 1938/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity. £1125.
WRAITH 1939 Thrupp Limousine, partition, 7-forward occasionals, black, carefully maintained. £1560.
LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasionals, swept tail, black, carefully maintained, mileage 55,000, low cost.
LIMOUSINE 1958 (mileage 33,000) Phantom III (solid tappets), Windover, partition, forward occasionals, swept tail, magnificent carriage (Tax £12/10).
ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

WARWICK WRIGHT, Ltd., offer:—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio, grey, blue leather, 26,000 miles; £3,975.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SELBORNE (MAYFAIR), Ltd., offer:—

1937 Rolls-Royce 30hp limousine by Hooper, face forward seats; an exceptional bargain even at to-day's low prices; £875.
82 Park St., W.1. Mayfair 4733-5. [6401

GUY SALMON AUTOMOBILES offer:—

1949 Rolls-Royce Silver Wraith, James Young, owner-driver sports saloon, faultless condition; £3,650.
1937 Rolls-Royce 25/30hp Gurney Nutting foursome drop head coupe, most attractive lines; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1040

1936 25/30 7-passenger limousine, large face-forward seats, private.
R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

ROLLS-ROYCE 1931, Thrupp Maberly limousine, face-forward occasionals, seven seats; £250.—Tower Garage, Newquay, Cornwall. [6937

OPEN Tourer Phantom 11/1934, Hooper Deluxe Coachwork, 6-wheels, lavish equipment, moderate mileage, outstanding example, bargain £785 (Tax £12/10).
OWNER-DRIVER 1937 Phantom III Park Ward Saloon, electric partition, sunroof, mileage 21,000, capacious boot, wireless, 6-wheels, Jorjon covers, delightful condition throughout, low cost. (Tax £12/10).—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

1937 (November)) Rolls-Royce 25/30 Barker 7-passenger limousine, face-forward occasionals; £875, or part exchange.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3025

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices. —66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

HEARSES de luxe 1952 Coachwork, low mileage, 5-door 6-bearer, exclusive equipment, (detailed description under Hearses). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/2

1937 (July) Phantom III Barker limousine-landaulette, positively indistinguishable from new, titled owner; £950.—Autowork, Ltd., Winchester. Tel. 4834. [C3010

1932 (October) 20/25 Rolls-Royce 4-door 4-light saloon with boot by Windover, black, over £700 has been spent on this car since 1948; for sale at £595.
E. D. ABBOTT, Ltd., Farnham, Surrey. Tel. 6282. [7101

£475.—Rolls-Royce 20/25 1932 saloon, exchange considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024/1

ROLLS-ROYCE 25/30 two-door sports coupe by James Young, enormous boot; very sound car; excellent history; £975.—Taylor and Crawley, 481, Kensington Court, W.8. Western 6015. [6811

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2570

1932 20/25 Barker limousine, face-forward occasional seats, mechanically sound, well kept throughout; £350.—Belsize Garage, 27, Belsize Lane, Hampstead, N.W.3. Hampstead 5474. [6870

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition; reasonable offers invited.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

ROLLS-ROYCE 25hp, late series, shooting brake estate car, lavishly equipped, new 4-door body finished in natural varnished oak, 5 new tyres, 65,000 miles recorded guaranteed; £1,250.—Frank Dale, 27, Hereford Sq., Kensington, S.W.7. [C1067

ROLLS-ROYCE 25hp Hooper limousine, 1953 (private), 17,000 miles since overhaul by Rolls agents, two owners, one chauffeur since new, perfect condition throughout; £650.—Chauffeur, 6, Pont St. Mews, Chelsea, S.W.1. Kensington 4228. [6924

1936 Rolls-Royce 20/25 razor-edged Sedanca de Ville by Windover, a magnificent-looking car in black with basketwork finish on rear quarters and doors, very good chassis; £975.—Clarke's of Pirbright, Officially Appointed Rolls-Royce Retailers, Pirbright, Surrey. Brookwood 2201-2. [5981

ROLLS-ROYCE

1937 delivery 30hp Rolls-Royce 4-door, 4-light owner-driver saloon, without division and with boot by Hooper, two-tone blue with beige upholstery, recent overhaul by makers (bills available), recellulosed; £1,495.
1936 delivery Rolls-Royce Phantom III 4-door 4-light saloon with disappearing division and a rear luggage boot, by H. J. Mulliner, one owner since new, modified engine, complete history available, pale blue with blue leather upholstery; £1,075.
1932 delivery 25hp Rolls-Royce 2-door drop head foursome coupe by Thrupp & Maberly, one owner, grey with blue cloth upholstery; £475.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3035

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [0970/R

J. MARSHALL.

WANTED Rolls-Royce 22/22 and 20/25, all types of coachwork any condition.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

MECHANICALLY sound 20 brake/saloon, coupe, good tyres: limit £290 cash.—Box 4723. [7140

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R

PERFORMANCE CARS, urgently require Rolls-Royce's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—
107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

CAMDEN MOTORS urgently require a pre-war 25/30hp series Rolls-Royce owner-driver saloon.—Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3030

SIMMONS OF MAYFAIR desire to purchase Rolls Replicas, 20s or 25s.—12, Rex Place, Park Lane, Mayfair W.1. Grosvenor 2835. [W4012

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

1935-6 20/25 and 1936-7 25/30 sports saloon required in undoubted condition; reasonable price paid for the right cars.—Basingstoke Motor Co., Ltd., Basingstoke. [C1012

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—16, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars; servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

CENTRAL GARAGE, Croydon specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [81042/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [88030/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 60, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1936 Rover 10, grey, blue leather, all good tyres, mechanically sound; £165.
DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1938 (reg. late '37) Rover 10 saloon, grey, very good condition throughout; £255.—John Trigg, Ltd., Esher 1234. [C4033

CAMDEN MOTORS.—Rover 10hp saloon, 1936, 4-door model with sun roof and very good quality leather interior runs well; £165.
CAMDEN MOTORS.—Rover 10hp saloon, 1940, quite one of the best pre-war tens on the road, identical to 1947 series and runs like one too, new set of Michelin tyres; £445.
CAMDEN MOTORS.—Rover 10hp saloon, February, 1947, with a much lower mileage than average, a one owner car, very quiet engine, gives refined and lively performance, opportunity; £595.
CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1036

225 gns.—Rover 10 1938 de luxe saloon, black, brown leather, one careful owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

ROVER 12

1939 Rover 12 Tickford coupe, black, brown, excep. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 12

DICKS

1946 Rover 12 saloon, works maintained; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

R. F. FUGGLE, Ltd.

1938 12hp Rover, one owner since new, maintained by makers, in really splendid condition; £345.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

GATEHOUSE MOTORS offer:—

1935 Rover 12hp saloon, beige, excellent condition; £135.

1938 Rover 12hp saloon, black, in excellent condition throughout; £545.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

£85.—1935 Rover 12 saloon, good runner.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

CAMDEN MOTORS.—Rover 12hp sports saloon, 1937, attractive 4-light model with original dark blue paint, good performance; £295.

CAMDEN MOTORS.—Rover 12hp saloon, 1939, stylish post-war body lines, finished maroon, excellent leather interior; £395.

CAMDEN MOTORS.—Rover 12hp saloon, 1946, attractively finished pastel grey, fitted windtones, pass lights and seat covers; £565.

CAMDEN MOTORS.—Rover 12hp, 1947, 4-light sports saloon with sun roof and interior heater, Rover green, recent overhaul; £595.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1947 Rover saloon 12hp, black, one owner, reconditioned engine by Man, since new; £525.—Bennocke Eng. Co., Sevenoaks 2341. [6909

ROVER 14

DICKS

1938 Rover 14 saloon, recent £70 overhaul, quality car; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 Rover 14 4-light sports saloon, very nice condition; £275.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2034

1938 Rover 14; £225.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1030

CAMDEN MOTORS.—Rover 14hp saloon, 1935, a good example of this fine quality car, much above average condition; £145.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1937, similar body style to 1947 series, smart, fast and delightful to drive; £295.

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CAMDEN MOTORS.—Rover 14hp saloon, 1947, late registration and a one owner car since new, 24,900 miles, spotless condition; £645.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

£395.—1939 Rover 14 de luxe saloon, in super condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Rover 14 sports saloon, excellent condition, guaranteed; £375; exchanges, terms.—Palmers Motors, Ltd., 53, York St., Twickenham. Popesgrove 1890. [C3034

TANKARD & SMITH, Ltd., offer 1935 Rover 14 saloon, finished in grey, recently resprayed, an excellent runner; £150.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

CASS'S MOTOR MART.—1947 Rover 14 sports saloon, black, red covers, H.M.V. radio, heater, superb order throughout, £625; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

£325.—1938 Rover 14 saloon, one owner since new, very well maintained, coachwork and interior unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

295 gns.—Rover 14 1937 de luxe 4-door saloon, black, sliding head, brown leather, wheel discs, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER 16

1938 Rover 16, black with brown leather, in first-class condition; £295.—Putney 5550. [7092

1947 Rover 16 saloon, immaculate, H.M.V. radio, heater; £550.—K. O. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1. Sloane 1004. [6874

CAMDEN MOTORS.—Rover 16hp sports saloon, 1938, in the hands of one wealthy fastidious owner since new, history of all overhauls available, exceptional order, recommended; £395.

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ROVER 60 & 75

1951 Rover P4, black, red leather, one owner, outstanding condition; £1,095.—Odeon Motors, Ltd., Barnet 4100. [C3028

ROVER 60 & 75

NEWNHAMS, Ltd.

1951 Rover P4 saloon, beige with red leather, genuine mileage 5,574, £1,195

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

R. F. FUGGLE, Ltd.

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18, Berkeley St., W.1. Mayfair 6266.

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1949 Rover 75 saloon, colour black, grey leather, excellent condition throughout; £750.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

£995!!!—Rover 75 saloon, 1950, P4 model in pastel green, very latest type H.M.V. radio, heater, screen-wash, etc.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1950 Rover P4, sale or part exchange 1947/48 Rover sports saloon; no dealers.—Frobisher 1541. [6966

P4, first reg. January, 1952, 3,000 miles, immaculate; £1,250.—Montrose Motors, Ltd., Wembley 2656. [7086

1950 (Sept.) Rover P4, black, green leather, 14,000 miles; £995.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059/1

1948 Rover P3 75, black, grey leather, radio and heater; £625.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059

1948 Rover 60 black/grey, 26,000 miles, excep. cond. —Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1948 Rover 75, 1952 engine fitted by Rover's, mechanically perfect, good upholstery; £900 o.n.o.—Farnborough (Kent) 2167. [7007

1952 (Oct.) Rover 75 saloon, black, red leather, fitted radio, 1,800 miles only, as new throughout; £1,225.—George Box, Ltd., Aldams Rd., Dewsbury. Tel. 652. [7182

1951 Rover 75, black with green leather upholstery, one owner, low mileage, in beautiful condition throughout, works serviced by Henlys, England's largest Rover distributors; usual guarantee and 7 days' free trial; price £1,145; full list by return post.—Euston 4444. [6920

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HIGH Rd., South Woodford, London, E.18. Tel. Wanstead 0056. [C2039

1950 Land-Rover, 7,000 miles only; only £450; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8394. [C3059

1952 (July) Land-Rover, selling due to change in plans, 6,500 miles road work only, as new; £525.—J. H. Chandler, Moorcroft, Frodsham, Cheshire. [6950

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LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

LAND-ROVER 1951, road used only, in perfect condition, 29,000 miles, all original, garage room urgently needed, to clear; £355.—Barton I. Hazelwood, Middleton Rd., Manchester, 8. Tel. Cheetham Hill 3315. [7156

LAND-ROVER, all-purpose model, first registered 8.7.49, mileage 26,410; condition excellent, tyres good, two almost new; £595.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6823

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R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701/R

1951 (February) Rover P4 saloon, black, grey leather upholstery, one owner, genuine mileage 11,800; £1,025; 1955 Rover 10 saloon, £45.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [C3011

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THE CAR MART Ltd. wish to purchase Rover cars. —150 Park Lane, W.1. Grosvenor 3434. [0971/R

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BLAKES, Rover agents, will purchase any Rover car. —110, Bold St., Liverpool, 1. Tel. Royal 6622. [7758

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LEATHWOOD'S GARAGES, Ltd., 208, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0319/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0516/R

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555/R

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1952 Simca Aronde saloon, show model.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11. Park 5751. [C3061

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CAR MART, Ltd.

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150 Park Lane, W.1. Grosvenor 3434. [C1039

JACK ROSE, Ltd., offer:—

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B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1949 Singer Super 10hp, 4-door sun saloon, black, excellent condition, one owner; £725.—Tel. Reading 71757. [7040

1948 Super 10 saloon, black, low mileage, one owner, £350.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1951 4A.B. 9hp roadster, blue, mileage 8,100, immaculate; £555.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

SM 1500, Nov., 1952, registration, 1952/3 model, black with red leather, radio, Notek, 1,800 miles; £950 or near offer.—G. Batty & Sons, Ltd., Fitzwilliam St., Sheffield, 1. Tel. 25202/3. [7180

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NAYLOR & ROOT.—1950 Singer 1500 saloon, black, beige hide heater, low mileage (registered Oct., 1950) any trial; £585; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

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LAMBE, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate Bolton. Tel. 4080 Deansgate Manchester Deansgate 4507. [0899/R

1949 Singer 1500 model saloon, colour beige, mileage 12,000, Regent loose covers, immaculate condition throughout; £555.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2431/2. [C5011

495 gns.—Singer 9, November 1951 (1952 series) 4 AB sports roadster, pastel green, fawn upholstery, IPB., one careful owner, small mileage, good tyres, original spare unused, almost new condition; choice of three 4 AB sports; terms, exchanges.—Rowland Smith, below:—

195 gns.—Singer 9, late 1937 de luxe 4-door saloon, black, sliding head, red leather, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

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AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—88, Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

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ALFA-ROMEO 17/50 James Young coupe, 1931, £245; Allard J.2, 1951, Ardun heads, new unit, £795.

ALVIS Speed 25 Charlesworth saloon, 1957, £265; Alvis Speed 20 drop head foursome, 1933, £195.

A. C. 16/65 drop head 2-seater with dickey, 1933, £125; Alvis Speed 20 V.D.P. tourer, 1934, £185.

BENTLEY 3-litre Barker tourer, 1927, £255; Bentley 6½-litre V.D.P. tourer, 1928, £145.

DAIMLER 15 light Mulliner saloon, 1936, £195; Delage D.8 drop head coupe, 1935, £145.

FIAT 500 cabriolet, 1939, £245; Fiat 1100 sports saloon, 1939, £245.

FORD V.8 22hp de luxe saloon, specimen, 1937, £195; Frazer Nash-B.M.W. 45 cabriolet, 1938, £195.

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LAGONDA 3-Litre V.D.P. tourer, 1931, £145; Lagonda 3-litre sports saloon, 1931, £145.

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M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 1½-litre Falcon saloon, 1935, £195; Riley 15/6 Adelphi saloon, 1936, £195.

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ROLLS-ROYCE sports tourer, fitted late body on 1928 Ph. I chassis, specimen, £295.

ROLLS-ROYCE Ph. II owner-driver saloon, 1930, £245; Rolls Ph. I limousine, 1927, £245.

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PERFORMANCE CARS. [C5041

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425 gns.—Morgan 4/4, late 1949 10hp sports 2-seater, blue, black leather, good tyres, two unused spares, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

375 gns.—M.G. Midget, late 1946, 11hp T.C. 2-seater, black, fawn leather, many extras, excellent condition; choice of 6 T.C.s; terms, exchanges.—Rowland Smith, below:—

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295 gns.—Frazer Nash-B.M.W., late 1936 Type 45 (fitted 1½-litre engine), convertible sports coupe, black, red leather, hydraulic brakes, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—B.S.A. Scout, late 1939, Series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 4 Scouts; terms, exchanges.—Rowland Smith, below:—

175 gns.—Austin 7, 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Ferrari saloon.—See under "Ferrari." [C1050

1951 model., see under Lea-Francis, advert. no. 7044. [7045

£105—6th series Lancia tourer, all-weather equipment complete, very sound.

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£145—Magnificent 16/95 Alvis sports tourer.

ALTON GARAGE (BAYSWATER), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 3952. [C1007

STANDARD Avon special 10 hp, red, recently overhauled, new tyres, battery, good weather equipment; £100.—Uplands 7321. [7024

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ALVIS Speed 25 sports saloon, 1937, £295; Alvis Crested Eagle 20hp saloon, 1936; £175.

ALVIS Speed 20 d/h foursome, 1933, £195; Alvis Speed 20 V.D.P. tourer, 1934; £185.

AUSTIN 16 de luxe saloon, 1939, £195; Austin 8 4-seater tourer, 1946; £175.

LAGONDA L.G.45 sports saloon, 1937, £385; Lagonda 4½-litre V.D.P. tourer, 1934; £325.

LAGONDA 3-litre sports saloon, 1931, £145; Lagonda 3-litre V.D.P. tourer, 1931; £145.

M.G.—See large selection under M.G. column; try us for spares and repairs.

ROVER 14hp sports saloon, 1936, £125; Railton Straight 8 saloon, 1936; £175.

STANDARD 12 de luxe saloon, 1937, £155; Singer Le Mans 9hp 4-seater 1932; £95. [C5041/2

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XXXX Very special Rover Speed 20 1935 sports 4-seater with disappearing hood and sidescreens, 85 mph, 21 mpg, terrific performance, Servo-assisted brakes, massive headlamps, etc., B.R.G., first-class condition all round, bills available; £250.—Dr. Wilson, Flat 3, 1, Hornton St., W.8. [7150

RICHARDS & BROWN offer Talbot 105 Vanden Plas sports 4-seater, £175; M.G. Q-type supercharged 750 cc 2-seater, road equipped, £295; M.G. T.C., November 1946, £375; Lagonda 16-80 Vanden Plas 2-seater, £225; Peugeot 402 long chassis saloon, 42,000 miles, excellent, £295; Alvis 12/50 sports 2-seater, all new tyres, £89; Talbot 65 14hp 1935 drop head coupe, £95; exchanges, terms.—Ringers Rd. (off High St.), Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C5049

CHILTERN CARS offer: Mark II Aston Martin 2-seater; Mille Miglia Fiat, £225; 1936 L.G.45 4½-litre Lagonda foursome drop head coupe, £395; 1939 T.A. M.G. Tickford drop head coupe, £295; T-type M.G. 2-seater, £245; 745cc C-type M.G. Montlhery Midget, £180; 1934 J-type M.G. salonette, £145; 1934 Morris 12/4 saloon, £65; Ulster Riley Imp; Riley M.P.H., £295; Brooklands Riley; Treen Riley, £235; 1935 1½-litre Singer Speed Model 2-seater, £265; 1948 series Singer Super 12 saloon, £395; 1947 special Fordson racing car transporter, £265; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

PERFORMANCE CARS urgently require Sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

A SPECIALISED service offered to racing and sports car owners, for better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (copperised) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45818. [0185

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

R. F. FUGGLE, Ltd.

1946 Standard 8 saloon, one owner since new, chauffeur maintained, one of three cars; £295. R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1948 Standard 8 coupe, black/brown, 20,000 miles, almost unscratched, one owner; £395. —Castelnau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022

BLUE STAR GARAGES, Ltd., offer:—

1947 (September) Standard 8, a very nice car; £300.—65 Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1947 (April) Standard 8 saloon, black, brown leather upholstery; £285.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Standard 8 saloon, grey, good condition, taxed; £500 or offer.—Redhill 3926. [7045

1946 Standard 8 coupe, maroon, new hood, tyres, resprayed, low mileage; £295.—14, Cotman Rd., Norwich. [7041

1947 Standard 8 saloon, excellent, guaranteed; £285, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£185—1940 Standard 8 de luxe saloon, black, unrepeatable offer.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [7136

1946 Standard 8 tourer, grey, very good condition, £225.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1939 Standard 8 saloon, one owner; recent overhaul, excellent condition; £250.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049

1939 Standard 8 saloon, sun roof, grey, blue leather, just recondioned first time, very good condition throughout; £195.—South Western Garage, Ltd., New Malden. Tel. Malden 1212. [6737

1939 Standard 8hp saloon, in first-class mechanical condition and with attractive appearance; £235 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [7144

STANDARD 8 tourer, first registered 19.6.46, mileage 35,680, in black, tyres and hood good; £245.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6622

TANKARD & SMITH, Ltd., offer 1947 Standard 8 drop head coupe, black with brown upholstery, fitted radio, two owners, exceptionally maintained; price £365; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [C4026

295 gns.—Standard 8, late 1948 4-seater, grey, excellent condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—Standard 8, November 1946 saloon, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

165 gns.—Standard 8, 1939 foursome drop head coupe, black, fawn leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 9

225 gns.—Standard Flying 9, late 1938 de luxe saloon, black, sliding head, green leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 10

1935 Standard 10 saloon, bargain; £95; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5323 and 5774. [C4054

1939 Standard 10hp saloon, one owner, finished black, 2,000 miles only since mechanical overhaul; £235.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

275 gns.—Standard Flying 10, late 1939 Super de luxe saloon, green, sliding head, blue leather, IFS., new Dunlop tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 12

H. BEART & Co., Ltd., offer:—

1946 Standard 12hp saloon, one owner since new, outstanding value at £565, or near offer.—102, London Rd., Kingston-on-Thames. Tel. 3348. [6509

1947 Standard 12hp, one owner; £385; terms.—Hounslow 4399 or Feltham 4454. [7179

1939 (late) Standard 12 saloon, one owner, 41,000 miles only; £275.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1947 (September) Standard 12 saloon, black, an exceptional car; £389.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [C3010

1939 Standard 12 saloon carefully maintained, one owner, extras; condition gives excellent value at £225.—Henderson, 21, Lansdowne Rd., N.10. Tudor 3222. [6985

STANDARD 14

RUSSELL MOTORS offer:—

1947 Standard 14 foursome drop head coupe, one owner exceptional condition, 2 foglights, etc.; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 57, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

STANDARD 14

WARWICK WRIGHT, Ltd., offer:—

1947 Standard 14hp saloon, black, brown leather, 19,000 miles; £450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4024

STANDARD VANGUARD

H. A. SAUNDERS, Ltd., offer:—

1951 Vanguard saloon, black with red leather upholstery, heater, recorded mileage 17,800; £585.

836/842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard, blue, 370 miles only, —4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

H. F. EDWARDS & Co., Ltd., offer:—

£585—1951 Standard Vanguard saloon, an exceptionally well maintained one ownership car, finished grey and chromium with grey leather and loose covers, appearance practically indistinguishable from new, always maintained by us; thoroughly recommended; written guarantee; terms; exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £510.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

300 miles.—1952 Standard Vanguard saloon, heater and Rimbellishers; £745.—Ernest Sutton, Tel, Rogate 4. [C4023

STANDARD Vanguard saloon (1950), black with fawn cloth; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949 Standard Vanguard saloon, radio, heater, one owner, colour black; £450.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 (Oct.) Vanguard green saloon, leather upholstery, heater, 3,500 miles, well maintained, for invalid driver, 4 good tyres; £415 o.n.o.—Welstead, Kemsing, Kent. Seal 61342. [7055

Standard Vanguard Cars Wanted

VANGUARD estate car, under 10,000 miles, urgently required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Oro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973/R

RSR

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0987/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

C. A. PETO Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May 5051. [W3043

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange.—Tel. Gla. 2430. [0431/R

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5945

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935, replacement units, complete overhauls, recellulosing.—Puttocks Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

Standard Spares and Service

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray 5456-7-8-9. [0567/R

SPIKINS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery also reconditioned Standard exchange engines from 1939 onwards, guarantee three months. Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

HENLYS, Ltd.

SOLE concessionaires for Studebaker cars offer the following ex-show cars for immediate delivery:—

1951 Champion Regal 5-passenger coupe, colour Commander red.

1952 Champion Customs 2-door sedan, colour maui blue.

1952 Champion Regal 4-door sedan, colour lahoe green.

ALL these cars are immaculate in every way; enjoy the unique advantages of Studebaker motoring; amazing economy with tremendous performance; h.p. available.—Euston 4444. [6923

SIMPSON'S offer:—

1952 Studebaker Champion saloon, all extras, colour pale green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist). Wembley 6691/3903. [C4015

LAYTONS OF OXFORD offer:—

RHD Studebaker Land Cruiser, fitted with heater and many other extras, finished in maroon with white-walled tyres, exceptional car throughout, in immaculate condition; £1,975, or terms over 18 months; any trial; exchanges.—Laytons of Oxford (Motors), Ltd., New Rd., Oxford 2381. [C2054

RHD late model Studebaker, colour black; £1,050.—Joe Thompson (Motors), Ltd., 97 Fulham Rd., S.W.3. Kensington 4858. [C4028

£299!!!—1939 Studebaker 22hp saloon de luxe, excellent bodywork, and bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

1949 Studebaker Commander 4-door saloon, radio, heater, small mileage, immaculate; £925.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11, Meadway 2288. [C4011

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 6691/3903. [W4015/R

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage, Abbeville Rd., S.W.4. Tul. 4505. [0315/R

SUNBEAM-TALBOT

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1950 Sunbeam-Talbot 90 cabriolet, green metallic cellulose, fitted radio, really beautiful condition throughout, low mileage, one owner, choice of 3 others; 699gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

R. F. FUGGLE, Ltd.

1949 Sunbeam-Talbot 90, one owner since new, most carefully maintained, black, brown interior, heater, etc.; £665.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, bronze, red leather, heater, 12,000 miles; £990.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4024

SLOCOMBES, Ltd., Willesden 4869.

1951 (August) Mark II, recorded mileage 6,500, radio, heater, immaculate, green, red interior; £850.

HIRE purchase, part exchanges and A.A./R.A.C. inspection welcomed.—58/52, Dudden Hill Lane, N.W.10. [C4017

GUY SALMON AUTOMOBILES, offer:—

1952 Sunbeam-Talbot 90 coupe, radio and heater, 5,000 miles; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C3001

1951 Sunbeam-Talbot 90 saloon, very low mileage.—Autoworx, Ltd., Winchester. Tel. 4454. [C1010

1938 Sunbeam-Talbot saloon; £500.—K.O. Motor & Eng. Co., Ltd., Kinnerton St., S.W.1, Sloane 1004. [6872

£200 plus 1950 green 80 saloon offered for 1952 model.—Write Chaddesley Manor, Canford Cliffs, Bournemouth. [6969

1951 Sunbeam-Talbot coupe, 13,000 miles, exceptional condition; £795.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1952 (May) Sunbeam-Talbot 90 coupe, grey, grey leather, radio, 6,000 miles only, as new; £950.—R. S. Beard & Co., Ltd. Tel. Mansfield 1923/4. [7062

1939 Sunbeam-Talbot 10 saloon, perfect in every respect; £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

SUNBEAM-TALBOT 90, 1950, saloon, radio, heater, loose covers; offered in exchange for Consul or 8/10hp car; cash offer considered.—45, Shirehall Park, N.W.4. Hendon 1648. [6901

1951 (Nov.) Sunbeam-Talbot 90 saloon, fitted heater, radio, overriders, etc., 15,000 miles only and unmarked; property of enthusiast with two other cars and sparingly used; £925, o.n.o.—Box 4685. [6987

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1951, 2¼-litre large type engine and independent front suspension, giving greatly improved performance and road holding, pastel green with leather upholstery, tailored seat covers, very efficient heater, carefully and sparingly used by one owner, £695; another in bronze with H.M.V. radio.

CAMDEN MOTORS.—Sunbeam-Talbot 90 drop head foursome coupe (convertible), 1951, same features as above and equipped with excellent radio, beautiful condition throughout with a very small total mileage; £695.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, very late registration 1951, overall condition not far short of brand new, late property fastidious country gentleman, superbly maintained and equipped with £100's worth of extras, Nu-way protective mats, very fine toned radio (built-in), heater, latest type Lucas screen-spray and Lucas passlights; £745.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1950, first delivered 7.5.50, a very well kept car, original and most attractive black finish with red leather seating, link mats and heater, 19,000 recorded miles, but overall condition would indicate much less; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon, 1948 model, purchased locally and with an excellent history, satin bronze finish, excellent radio, twin Mellowtones and passlights; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon, 1947, a late registration one owner car in silver grey with leather upholstery, most attractive example in outstanding mechanical order; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon, July, 1939, peacock blue (just resprayed), fawn leather, lively little engine, overhauled recently, and 5 almost new Dunlop tyres; £325.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

Sunbeam-Talbot Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3535).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0990/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey Vigilant 1121. [W3044/R

1939/40 Sunbeam-Talbot 4-litre sports (4-light) saloon, must be really first-class condition.—Box 4689. [7037

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

Sunbeam-Talbot Spares and Service

BARKING.—For full stocks of spares and genuine service for Sunbeam-Talbot owners come to Albon's Garage Ltd., 105-7 Longbridge Rd., Barking. Tel. Rippleway 1285. [0517/R

TALBOT

£250—1938 Talbot 10 sports saloon, excellent runner in clean condition.—Below.

£75—1934 Talbot 65 sports saloon, good runner, unworn tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2931. [0779

DISMANTLING 3 Talbots, 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480. [0607/R

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden Ltd. 289, London Rd. Croydon. Tho. 2022. [0808/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0664/R

TRIUMPH

CAR MART, Ltd.

1952 Triumph Mayflower saloon, heater, 2,000 miles; £645.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

NEWNHAMS, Ltd.

1950 Triumph Renown saloon, maroon, under 6,000 miles; £850.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1948 Triumph 1800 sports Roadster, superb mechanical order, dark green metallic coachwork, carefully maintained from new; 479gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOON & PORTER, Ltd.

1951 (February) Mayflower, grey, 8,000 miles, exceptional condition, £595.—Castelnau, S.W.13. (by Hammersmith Bridge). Riverside 4444. [C1022

JACK ROSE, Ltd., offer:—

1951 Triumph Renown saloon in blue, almost as brand new, owned by one particular owner, mileage 8,000; accept £895.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

TOM GARNER, Ltd., offer

1951 Triumph 2-litre Renown saloon, maroon with beige upholstery, 600 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1947 Triumph 1800 saloon, famous razor-edge body, most attractive car; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RUSSELL MOTORS offer:—

1948 Triumph 1800 Roadster, fitted Radiomobile, heater, 2 fog lamps, small mileage; £535; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

H. BEART & Co., Ltd., offer:—

1949 Triumph 2000 Roadster, finished in grey with grey upholstery, H.M.V. radio, the property of one owner, very low mileage and in superb condition throughout; £675 or near offer.—102, London Rd., Kingston-on-Thames. Tel. 3348. [6510

SLOCOMBES, Ltd., Willesden 4869.

1948 (late) razor edge saloon, recorded mileage 24,000, grey, very nice car throughout, one owner; £495.

HIRE purchase, part exchanges and A.A./R.A.C. inspection welcomed.—38-52, Dudden Hill Lane, N.W.10. [C4017

GUY SALMON AUTOMOBILES offer:—

1949 Triumph Roadster coupe, radio and heater, 17,000 miles, in genuinely faultless condition throughout; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1949 series Triumph model 2000 Roadster sports coupe, metallic bronze, brown hide upholstery, heater, small mileage, an excellent car in every respect; £695.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2, offer:—

1949 Triumph 2000 Roadster, black, red leather, exceptional condition throughout; £585. [C1001

1937-8 Triumph Dolomite saloon, sound mechanical condition, reclilulosed, bargain; £185.

XL SERVICE STATION Kingston Vale, S.W.15. Kin 8833. [C4060

1951 Triumph Renown saloon, 10,000 miles, maroon, one owner, heater; £875.

RIPCO, Ltd. (Triumphs purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

£520—Triumph 1948 Roadster, grey, radio.—Hansen, 99, Stretton Rd. Croydon. Addiscombe 6866. [7027

NEW Mayflower, immediate delivery; terms and exchanges.—G. S. Hall, 302, King St. Hammersmith, W.6. Riverside 2881. [C2051

TRIUMPH Renown 1951, black saloon, fitted heater, loose covers, maintained in perfect condition; £875 o.n.o.—Arnold 4321, extn. 351. [6570

1949 Triumph saloon 2000; £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Triumph Mayflower, superb order; £600.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1949 1800 saloon, black, low mileage, excellent one-owner car; £595.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1939 Triumph Dolomite 14/4 saloon, reconditioned engine, guaranteed; £210; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

TRIUMPH

£235!!—1938 14hp Dolomite short chassis Vitesse saloon, one owner only since new, many extras, ride control, good tyres, car in good order throughout.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

1951 Triumph Renown saloon, 9,000 miles, many extras, as new, spare unused; £875.—Woffenden, Cabot House, Clifton Down Rd., Bristol. Tel. Bristol 37909. [6705

645gns.—Triumph Renown, 1950 saloon, maroon, fawn leather, radio, heater, one owner, moderate mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

595gns.—Triumph Mayflower, 1952 saloon, gun-metal, red upholstery, one very careful owner, 8,500 miles, good tyres, original spare unused, nearly new condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Triumph Mayflower 10hp saloon, as new, low mileage; a real bargain at £595; cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [7183

NAYLOR & ROOT.—1950 Triumph Renown saloon, maroon (registered Oct., '50), heater, immaculate condition; £695; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ARCHIE SIMONS & Co., Ltd.—1949 Triumph 2000 razor-edge saloon, metallic grey, one owner, fitted heater, nominal mileage, showroom condition; £595.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1949 (September) Triumph 2000 Renown saloon, fitted heater, radio, and taxed, in excellent condition; bargain, £550.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1949 (April) Triumph Roadster 2000, grey, with grey leather, 20,000 mls., almost as new; £595.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7028

TRIUMPH 2000 Roadster, August, 1949, black with green leather upholstery, fitted new hood, H.M.V. radio, heater, spotlight, recent complete overhaul, bills available; £550.—Apply, 6, Portobello Mews, W.11. Park 9050. [7089

GARAGE SERVICE Co., Ltd.—1939 Triumph 14/60 Dolomite saloon, black, exceptionally good car throughout, beautifully kept; £225.—1061, Finchley Rd. (Temple Fortune) Golders Green, N.W.11. Speedwell 8692. [C2019

ROSE & YOUNG, Ltd., offer: 1949 Triumph 2000 Roadster coupe, fitted twin carburettors, latest-type H.M.V. radio, beautiful condition, bronze; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1951 (July) Triumph 2000 saloon, black, fawn leather, heater, radio, loose covers, one careful owner, genuinely comparable to new throughout; £965; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

1947-8 Triumph 1800 Razor-edge saloon, finished in the unblemished black with fawn hide interior and carpets to match, fitted with heater and demister, also twin chrome passlamps, this is a small mileage car and is equal to new in every detail, a genuine bargain; £495; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320 Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [992/R

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

PERFORMANCE CARS, urgently require Triumph's.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [W3043

H. P. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details, please, to 200 Gt. Portland St., W.1. Langham 0012. [W2003

1939 Triumph Dolomite saloon in good condition wanted by private buyer.—Full details and price to Jones, 136, Winchmore Hill Rd., Old Southgate, N.14. Tel. Pal. 2046. [7109

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan 7735 [0143/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3222). [0355/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

DICKS.

1939 Bedford 10hp utility, all metal Martin Walter body, attractive; £294.

1940 (reg.) Austin 8 utility, well built body, very economical; £195.

1933 Morris 8hp utility, very attractive; £99.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1953 Austin A70 Countryman; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

JACK STONE & Son offer:—

1951 Ford 10 7-seater Utilecon; 1947 Ford Mercury 8-seater, maple wood; 1947 Ford 8 5-seater Utilecon; many others; easiest of easiest terms; write for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

ROWLAND SMITH'S for utility cars.

295 gns.—Fordson, late 1947, 8hp Martin Walter Utilecon estate car, grey, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Prefect, 1939, 4-door 6-seater utility, natural timber body, sliding glass windows, drop tailboard, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Jeep (Ford), registered August 1948, coach-built utility, maroon, bench seat, drop tailboard spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BRAND-NEW Standard estate car for immediate delivery at maker's list price.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [C3011

1949 Bradford de luxe utility, one owner, 4 seats, immaculate; £375.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

£353!!! 1950 (reg.) Standard 14 utility with wood body and fold-flat seats.—Below.

£425!!! 1948 (reg.) Ford V.8 with excellent wood bodywork and magnificent chassis.—Below.

£285!!! 1946 Ford 10cwt with wood body, extra large and very useful vehicle; 3 months guarantee; hire purchse, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

STUDEBAKER Dictator 1936, excellent throughout, guaranteed; £90.—Bateman, 12, Chatsworth Gdns., W.3. [7047

1948 Hillman estate car, excellent condition. Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0396. [C1075

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

£275.—1947-8 Jowett Bradford utility van, in very clean condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

STRONGLY built shooting brake on 1937 Ford 10 chassis, 4 nearly new tyres and mechanically sound throughout (over £80 spent last year), reconditioned engine, done 20,000 miles; £150 or near offer.—Chaseside Motor Co., Gt. Cambridge Rd., Enfield, Middx. [7184

ARCHIE SIMONS & Co., Ltd.—1950 Bedford utility/van, for carrying 5 passengers and ample space in separate compartment for goods, a very unique body on excellent chassis, ideal proposition for country hotel proprietor; £595.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

Utility Cars Wanted

ROWLAND SMITH is the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993/R

WHY accept less for your utility when you get its full market value subject to inspection, from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [W2008

VAUXHALL 10

WANSTEAD MOTORS, Ltd., offer:—

1947 Vauxhall 10, black, loose covers, reconditioned engine; £375.

WANSTEAD MOTORS Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1947 Vauxhall 10hp, black, new engine fitted, specimen car; £425.

J. DAVY, 190, Kensington High St., W.8. Western 9641. [C1069

VAUXHALL 12

GARAGE SERVICE Co., Ltd.

1948 series Vauxhall 12 sliding roof saloon de luxe, black, brown cord upholstery; £575.

1081 Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Vauxhall 12 4-door saloon, engine overhauled; £385.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1947 Vauxhall 12, reconditioned engine, one owner; £375.—Tel. Welwyn 568. [7067

1947-8 Vauxhall 12 saloon, black de luxe saloon, brown leather interior, excellent condition; £375, free delivery; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

PRIDE & CLARKE, Ltd.—1948 Vauxhall 12 saloons, black or blue-brown leather, heater, radio; choice of 2 from £369; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7130

VAUXHALL 12

£365!!!—Rare and beautiful 1947 Vauxhall 12 de luxe saloon; no expense has ever been spared to maintain this vehicle in 100% condition; the finest specimen we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

VAUXHALL 14

DICKS.

1946 Vauxhall 14 saloon, fitted radio, heater, unmarked; £395.

1940 Vauxhall 14 saloon, most attractive condition; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

SELBORNE (MAYFAIR), Ltd., offer:—

1947 Vauxhall 14 saloon, in excellent order; £595.

82 Park St., W.1. Mayfair 4755/5. [3519

H. F. EDWARDS & Co., Ltd., offer:—

£475.—1948 (July) Vauxhall 14 J-type de luxe 4-door saloon, sliding roof, a really outstanding and immaculate example, black and chromium with brown leather; recommended with every confidence and written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

£398.—Vauxhall J type 14, 1946, appearance as new, exceptional mechanical condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

1948 Vauxhall 14 J saloon, black; £475.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043

1938 Vauxhall 14 saloon, black, brown leather upholstery, fitted radio and heater, in really excellent condition throughout; £245.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

VAUXHALL 14, 1938, good mechanical condition, good tyres; £170.—Salcott Motors 14, Salcott Rd., S.W.11. Battersea 1187. [C4000

1946 Vauxhall 14hp saloon, new engine, superb condition; £375.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

£355.—1947 model Vauxhall 14 J type saloon, black, excellent condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [7083

1939 J-type Vauxhall saloon; £235.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-day 9 a.m. to 7.30 p.m. [C2048

£475.—Vauxhall 14, May, 1948, 39,000 miles, in perfect mechanical order and unmarked.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [7139

£295.—1939 Vauxhall 14 J-type, original paintwork equal to post-war model, maintained by makers; terms; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

VAUXHALL 14hp J type saloon, Oct., 1947, mechanically good, all tyres replaced, brakes relined, completely recellulosed, new battery; £425.—Gordon Woodcroson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8658. [C4059

VAUXHALL WYVERN & VELOX

B. J. HUNTER, Ltd., offer:—

1950 Vauxhall Wyvern saloon, most economical, low mileage; £595.

B. J. HUNTER, Ltd., 82, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

KENTISH & THOMSON, Ltd., offer:—

1952 Vauxhall Velox E-type saloon, green, radio, seat covers, 6,000 miles; £795.—564, Wickham Rd., Croydon. Springpark 3477. [C2047

1951 Vauxhall Velox, excellent condition; £595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 Vauxhall Velox, radio, heater, one owner, immaculate; £635.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6812

1952 Vauxhall Velox saloon, black, grey and maroon upholstery, heater and demister, square engine, 8,000 miles, completely as new; £850.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 (Nov.) Vauxhall Velox, blue, new styling, 3,200 miles only, as new; £750.—Webster, 3, Stalbridge Ave., Liverpool, 18. Sefton Park 458. [6995

WYVERN, 1948, black, very clean, choice of several Velox, 1949, finished grey.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [4823

1951 (Sept.) Wyvern, new styling, fitted heater, etc., 7,000 miles.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

1950 Vauxhall Velox, almond green, low mileage, immaculate condition; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1952 Wyvern, colour grey, maintained in new condition, genuine mileage 9,000, private owner; £800.—Shaw, Caistor Lane, Caistor St. Edmunds, Norwich. [6967

NEW style Velox, perfect condition and appearance, seat covers and heater; £800 or near offer; consider part exchange smaller modern car.—31, Winkworth Rd., Banstead, Surrey. [6836

VAUXHALL WYVERN & VELOX

1949 Vauxhall Velox, black with brown leather, no mileage since complete overhaul, heater and radio, excellent appearance; only £500 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5754

VAUXHALL Wyvern, 1950, 37,000 miles, reconditioned engine, very clean, black with brown leather; £485; hire purchase, exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2565. [6956

GARAGE SERVICE Co., Ltd.—1950 (October) Wyvern, one owner, 16,000 miles, metallic chrome green with heater; £555.—1081, Finchley Rd., (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

1951 (Feb.) Vauxhall Wyvern, 29,000 miles, bronze with leather upholstery, radio, heater, seat covers and special mats, very carefully maintained by meticulous owner; £550.—Robertsbridge Garage, High St., Robertsbridge, Sussex. Tel. No. 3. [7054

1950 Vauxhall Wyvern saloon in grey with brown hide interior, a very smart car which has been carefully used, small mileage, £525 would exchange, cash adjustment either way.—Southwinds, Smugglers Way, West Worthing, Sussex. Goring-by-Sea 42131. [C4027

TANKARD & SMITH, Ltd., offer 1949 Vauxhall Velox saloon, black with red leather, registered December, one owner, reconditioned engine fitted recently, excellent condition throughout; £495; 3 months' written guarantee, also 200 guaranteed used cars of all makes.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4001/2/3. [C4026

Vauxhall Wyvern & Velox Cars Wanted

1952 Wyvern or Velox wanted privately.—Adams, 165, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [6255

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1951 Vauxhall Velox, grey, 7,000 miles, heater fitted, body in showroom condition, one owner.

1947 Vauxhall 12, black, Tygan covers, mechanically sound throughout.

1939 Vauxhall 10, black, red leather, very good tyres and mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9687) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283/R

Vauxhall Miscellaneous Cars Wanted

CMI

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

LATEST type Vauxhall wanted.—132, Hinton Avenue, Hounslow. 7577. [W2051

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

LUTON!!!—The Home of Vauxhalls, spot cash for Vauxhall cars, especially well kept low mileage.—A. E. Palmer Motors, Ltd., Luton. Tel. 4212. [6778

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fre. 0063. [0479/R

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object.—Details, please, to 200 Gt. Portland St., W.1. Langham 0012. [W2005

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0205/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Vauxhall Spares and Service

TRIANON.

TRIANON.—Established over 30 years, the first with a reputation for reliability and quality workmanship, offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J, 25hp and BYC, JCV models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sales, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new; just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare, Wimble London. [0635/R

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149 Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914. [0201/R

1900 New Orleans Voiturette, made in Twickenham, Mdx., open (?) 2-str., two forward speeds, belt drive, single cylinder with detachable head, excl. cond., £250.—Hunt, St. Jude's Rd., Englefield Green, Surrey, Egham 166. [7062

Veteran Cars Wanted

WANTED, 4½ or 6hp De Dion Bouton car, about 1900, any condition.—Box 4709. [7164

VOLKSWAGEN

COLBORNE GARAGE, Ltd.

THE Volkswagen People.—We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc., our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. [0375/R

£315.—Magnificent example, maintained regardless of cost, one driver since new.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0655/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—8-10, North Audley St., Mayfair 5242. [S3030/R

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1949 6/80 saloon, black, 20,000 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 13, Chelsea Manor St., S.W.3. (Flaxman 8181).

NEWNHAMS, Ltd.

1951 Wolseley 6/80 saloon, green, one owner, excellent condition; £695.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

G. S. HALL, Ltd., offer:—

19000 miles, 10hp Wolseley saloon, 1947 model, black with brown leather upholstery, kept in new condition.

4/50 11,000 miles, grey, one owner, just as new; £695; terms; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

HENDON CENTRAL GARAGE, Ltd., offer:—

1937 Wolseley 14 saloon, one owner, since new; £225.

1938 Wolseley 18 saloon, new engine fitted 6,000 miles ago, in very good condition throughout; £235.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

JACK ROSE, Ltd. (Wolseley Agents), offer:—

1951 Wolseley 6/80 in green, mileage 10,000, almost unmarked inside and out; accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8.

1934 Wolseley Hornet, ex. cond.; £115.—23, Newcombe Park, Mill Hill. Tel. 3881. [7097

1936 Wolseley 12 saloon, excellent condition; £175.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

WOLSELEY

EPSOM.—The Woodcote Motor Co., Ltd., distributors for mid-Surrey, offer:—

1952 6/80 saloon, green, 7,000 miles.

NEW 6/80 saloons for immediate delivery; part exchanges, deferred terms.—Epsom 1234-8. [6156

£395.—Wolseley 8 1946 4-dr. sln., excellent throughout, amazing performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Holland Park tube). Exchanges h.p. [C1017

1938 Wolseley 14hp saloon, one owner, finished black, excellent order throughout; £225.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2056

1950—51 Wolseley 4-50, black, radio, heater, miles 19,180, new tyres; best offers.—Box 4595. [6865

1950 Wolseley 6/80 black, brown leather, in excellent condition; one owner, full warranty; £625.—Haskins, Ladbroke 1155. [C3027

1938 Wolseley 12 saloon; £225.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [7115

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0083/R

1951 Wolseley 6/80, 14,000 miles, immaculate condition; £695.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 Wolseley 6/80 saloon, one owner, 16,000 miles, radio, heater, beautiful condition; £685.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6813

1950 model Wolseley 6/80 saloon, stone colour, heater, low mileage; £575.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371; showroom Molesey 6199. [C3037

WALTER SCOTT, Ltd.—April, 1951, 6/80 Wolseley, black, 6,000 miles, brand new condition; £825; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

WOLSELEY 18, 1939 saloon, resprayed black, interior brown leather, good tyres and battery, excel.ent chassis; £225; hire purchase, exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. [6957

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1939 25hp saloon with division, total genuine mileage 41,444, new engine at 38,553; all new heavy-duty tyres, mechanically perfect, paint immaculate; snip, £250.—Campbell Symonds, Wembley 6262. [C1057

545 ens.—Wolseley 6/80, 1949 (registered October, 1952), saloon, black, brown leather, heater, one owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£495 !!!—Magnificent 1948 Wolseley 14 de luxe saloon, only one ownership has maintained this vehicle perfectly; look at it, it's magnificent; drive it, it's outstanding; the finest example we have ever had; 3 months' guarantee; hire purchase, exchanges.

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TANKARD & SMITH, Ltd., offer 1950 Wolseley 450 saloon, grey with brown leather, two owners; speedometer reading 53,000, fitted heater, excellent condition £625; three months' written guarantee; also 200 guaranteed used cars of all makes.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

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BLAKES, Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

H. F. EDWARDS urgently require good Wolseley for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom 9400. [W2001

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EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

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1948 Bedford 8cwt van, one owner, 22,000 miles; £245.
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BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel 6225-6. [0284/R

FORD 5cwt van, 1950, perfect condition, £250; Land-Rover, one only, new; terms and exchanges.—St. Mary's Motor Co., Market Harborough. [6887

ONE new Morris 5cwt van, unpainted; £575/18/9.—John Whalley, Ltd. London Rd., Bishop's Stortford. Tel. 181/2. [M4051

1948 12cwt Bedford van (unlettered), ex P.L.A.; £295.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022

1947 Ford 5cwt van, one owner, guaranteed; £195; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C3029

FURNITURE pantechnicon for sale, Fordson 8-cylinder, very small mileage and well looked after, metal Luton body.—Godfreys, 11, Seaside Rd., Eastbourne. [6888

1948 Bradford 10cwt van, one owner-driver, this vehicle is unmarked and in really first-class condition; £225.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [M4055

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 52, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 5466. [0040/R

1951 (October 2nd) Fordson 10cwt plain van, primer, one owner, unblemished, 1,552 miles; £452.—144, Golders Green Rd., N.W.11. Speedwell 0012. [M4004

1948 Fordson 10cwt van, excellent condition; guaranteed; £255; exchanges; terms.—Palmers Motors, Ltd., 55, York St., Twickenham. Popesgrove 1890. [C3054

£117 deposit secures 1952 Jowett Bradford 10cwt delivery van, £350, mileage 1,000, lowest running cost, biggest pay-load of any 8hp.—Jowett Sales, 142, Golders Green Rd., N.W.11. Speedwell 0015. [M4004/1

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DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 5388. And 8 and 12, Sanglev Rd., Catford, S.E.6. Hither Green 4821. [N1066

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0734/R

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [6640

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SECURE your new Ford Anglia or Prefect now for early delivery; full market value for your present car subject to inspection; valuation without obligation. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [N2008

ARTHUR E. GOULD, Ltd., main Ford dealers; sale, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Cheniles St., W.C.1. Museum 6073. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51222 (3 lines). [0098/R

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REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models, should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0478/R

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IN stock for immediate delivery:—

BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery; also Tickford sports saloon for quick delivery.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [7708

HEALEY Tickford saloon for immediate delivery; any car taken in part exchange.—Rose & Young, Ltd., 65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3057

HILLMAN

NEW 1953 saloons; delivery ex stock.—Regal Garage, Ltd., 814, Old Kent Rd., S.E.15. New Cross 4966. [6573

NEW Hillman Minx coupe, immediate delivery; finance, part exchange, insurance, etc.—The Buc's Motor Co., Ltd., Gt. Western St., Aylesbury, 164. [7174

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HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and Service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R

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MANCHESTER: 1—5, Peter St. (Blackfriars 7843.) [0155/R

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

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JOWETT Sales and Service.

CLARKE'S OF PIRBRIGHT, automobile engineers.—Pirbright, Surrey. Tel. Brookwood 2201-2-3. [0279/R

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DISTRIBUTORS for Jowett Javelin cars and Bradford vans; spares, sales and service.

DEMONSTRATION car available.

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HAROLD RADFORD & Co., Ltd., Melton Court, Sth. Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R

COME to the specialists for anything Jowett.

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JOWETT Jupiter convertible for immediate delivery.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim 3031-2. [N4008

JOWETT main agents for Manchester.—Saxon Jefferies, Ltd., 52, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Did. 3446, 5340. Spares in stock. [0442/R

WIMBUSH & Co., Ltd., Headfort Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0156. Prompt delivery; sales, Abbey 6896. [0167/R

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KINGSTON-ON-THAMES.—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R

TRINITY CARS, Ltd., Jowett main agents for immediate delivery of Javelins, Jupiter and Bradfords, demonstration cars available.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4043/R

EDINBURGH.—Jowett Javelin and Jupiter cars and Bradford commercial vehicles; full range of spares, quick service.—Eastern Motor Co., Ltd., Main Agents, 52, George St., Edinburgh. Tel. Central 6294. [0289/R

CARR BROS. GARAGES, Head Office, Brighton Rd., Purley, Surrey, offer greatest attraction on delivery; deferred payments; service after sales on any of the Jowett range; demonstrations anywhere without obligation; part exchanges.—Tel. Uplands 4811-2-3. [0275/R

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KAISER-FRAZER sales and service, Corps Diplomatique supplied for sterling; prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0509/R

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OFFER for immediate delivery:—

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J. BLAKE & Co., Ltd., 110, Bold St., Liverpool. 'Grams Autocar, Liverpool. Tel. Royal 6622 (10 lines).

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WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax) Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0048/R

LEA-FRANCIS Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend, 12. Works: 108, Alcester Rd., Moseley, 13. [0791/R

SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence Ltd., 2, City Rd., Cardiff (Tel. 20531). [0663/R

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LINCOLN CARS, Ltd., Gt. West Rd., Brentford, have for immediate delivery Lincoln, Mercury and Ford cars.—Tel. Ealing 4506/8. [6210

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IMMEDIATE delivery, one only, 2-seater plus. Four Morgan, colour red, send for full specification; total price £880/7/9.

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WARDS, of Putney.—Morris main dealers; sales service and spares.—38, Felsham Rd., S.W.15. Putney 6060. [N4044

SURREY MOTORS, Ltd. High St., Sutton.—Morris main dealers Sutton and district; spares and service.—Tel. Vig 4444. [8015

LANKESTER ENGINEERING Co., Ltd., Morris Main Agents.—Complete range of new models on view.—59-43, Eden St., Kingston. Kingston 3154. [7119

SECURE your new Morris Minor now for early delivery; full market value for your present car subject to inspection; valuation without obligation.

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NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9 [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0750/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5385. [0898/R

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

SOLE concessionaires for Porsche cars Great Britain, new cars available to Corps Diplomatique, U.S. Forces and overseas visitors.—Tel. Ripley 2341. Cables: Cobunwagen London. [0372/R

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IMMEDIATE delivery one only new Renault 750 saloon. —Autowork, Ltd., Winchester. Tel. Winchester 4834.

RENAULT distributors for Birmingham.—Henry Garner Ltd., Showrooms: 221, High St., Deritend, 12. Works: 120 Alcester Rd. Moseley, 13. [0005/R

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H. M. BENTLEY & PARTNERS, Ltd., Riley Retailers, offer:—

NEW 1½-litre Riley saloon, finished in metallic grey with red leather, for immediate delivery.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

1½-litre, delivery ex stock one only.—Montrose Motors, Wembley 2636 [0765/R

IMMEDIATE delivery new 1½-litre Riley, colour grey; list price.—A. W. Watkin, Ltd., 116, Shortmead St., Biggleswade, Bedfordshire. [6910

RILEY brand new 1½-litre saloon, black with brown upholstery, delivery ex stock; list price; part exchanges considered.—George Ace, Ltd., Tel. 5, Tenby, Pembrokeshire. [7096

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OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.

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OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

ROLLS-ROYCE

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

JACK OLDING OF MAYFAIR, Official Rolls-Royce & Bentley Retailers, can offer new Silver Wraith cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [N3030

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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ROVER distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

COME to the pre-war specialists for Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0580/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage Guildford 62907-9. [0245/R

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd. Kensington 0081. Sales and Service. [6642

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd. Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

SINGER

SM 1500 Saloons and SM Roadsters, 1953 models, quick delivery.

DISTRIBUTORS.—G. E. Lawrence (Motors), Ltd., New St. Garage, Aylesbury. Tel. 568. [0726/R

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R

AVAILABLE for immediate delivery, new unlicensed Singer 1500, colour blue, Vyanide upholstery; list price £1,129/5/6 inc. P.T.—Apply Isles, Ltd., Stanningley, Leeds. Tel. Pudsey 3001. [5781

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STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro 6088/9. [0026/R

MEBES & MEBES, Ltd. (Est. 1893).

STANDARD Agents for many years past.

CAN offer immediate delivery of most models.—The Broadway, Mill Hill, N.W.7. [N3012

NEW Standard Vanguard, black; £794/16/8; immediate delivery.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [N4005

BERKELEY SQUARE HOUSE GARAGE, Ltd. Berkeley Sq., W.1. Grosvenor 4545.

SALES and service; day and night garage; order now for new models. [0840/R

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd. Kensington 0081. Sales and Service. [6643

PRIDE & CLARKE, Ltd., offer immediate delivery of Vanguards; choice of colour.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0743/R

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0020/R

SECURE your new Standard Vanguard now for early delivery; full market value for your present car subject to inspection; valuation without obligation.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [N2008

METROPOLIS GARAGES, Ltd., the Standard agents for sale, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0900

STANDARD

IMMEDIATE delivery Standard Vanguard saloon, also Standard Estate car; terms and exchanges.—The Motor House, Stourton, Worcester. Tel. Peopleton 275. [6612

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 59-43, Eden St., Kingston. Tel. Kingston 3151-4 [0402/R

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul 4141. [0091/R

SUNBEAM-TALBOT

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0352. [0415

IMMEDIATE delivery, one Sunbeam-Talbot, black/fawn upholstery; £1,547/1/1.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 406/7. [6152

IMMEDIATE delivery of new Mark IIa Sunbeam-Talbot saloon, finished in gunmetal grey with grey leather upholstery, other colour schemes to special order; list price plus purchase tax, £1,547/1/1.

BREW BROTHERS, Ltd., 153, Old Brompton Rd., S.W.7. Kensington 2468. [5931

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MEBES & MEBES, Ltd. (Est. 1893).

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CAN offer immediate delivery of the Mayflower and Renown models.—The Broadway, Mill Hill, N.W.7. [N3012

D. J. SHEPHERD & Co. (ENFIELD), Ltd. can offer:—

IMMEDIATE delivery of Triumph Mayflower.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [N4009

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LANKESTER ENG. Co., Ltd., Standard & Triumph distributors; complete range of new models on show.—59-43, Eden St., Kingston. Kin. 3154. [0893/R

IMMEDIATE delivery Triumph Mayflower saloon, also Triumph Renown saloon; terms and exchanges.—The Motor House, Stourton, Worcester. Tel. Peopleton 275. [6613

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0021/R

WOLSELEY

MEBES & MEBES, Ltd. (Est. 1893).

WOLSELEY Area Dealers.

ARE accepting orders for future delivery of the Four-forty-four model and can offer immediate delivery of the Four-Fifty and Six-Eighty.—The Broadway, Mill Hill, N.W.7. [N3012

JACK ROSE, Ltd. (Wolseley Main Agents), offer:—

IMMEDIATE delivery of a new 4/50 saloon.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [N3056

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SECURE your new Wolseley 4/50 or 6/80 now for early delivery; full market value for your present car subject to inspection; valuation without obligation.

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ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong Siddeley, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately.—Call, phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 8000. [0176/R

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LONDON, S.W.16.—Prynn & Stevens, Ltd., 14, Leigham Hall Parade, Streatham 7362. Repairs and service to Austin exclusively. [0813/R

MISCELLANEOUS ADVERTISEMENTS

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ASYNCHRO. (Further details displayed on page 19.)

VAUXHALL self-drive 1950-52 Wyvern. Velox, heater, costs £7 ($19.60 U.S.) per week, winter 4gns. ($11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C. Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

F. H. PEACOCK, Ltd., Balham.—For further particulars of our Car Hire Services see page 18. [9209

CARS FOR HIRE

WM WELBECK MOTORS, Ltd.

FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear 36, Mackenzie St., Tel. Slough 20501. [0132/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Park 9864/5. [0466/R

CARS FOR HIRE

MANCHESTER.—Drive yourself 1952 saloons; overseas visitors specially catered for.

SURREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957. [0646/R

IRISH touring, hire it and drive it; the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [5132

SUSSEX MOTORS.—Self-drive or chauffeur driven, 1951 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards, overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0456/R

LONTAX, Vic. 7771/2, the private chauffeur-driven car hire service; London's lowest rates.—Dolphin Square, S.W.1. [0042/R

ZEPHYRS, Consuls, 35/- per day; A40's, Minors 25's.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/6801. [0457

SELF-DRIVE post-war cars at competitive rates.—Rons, Ltd., 3, Choumert Rd., Rye Lane, Peckham. New Cross 2103. [1749

YORKSHIRE.—Drive Yourselves (Hull), Ltd.—1951-2 Morris Oxfords and Minors.—362, Anlaby Rd., Hull. Tel. 51039. [3064

HAROLD R. HILLS GARAGE.—Garage accommodation, service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE.—Self-drive specialists, 1951 and '52 Austin A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

SELF-DRIVE 12gns per week, no mileage limit; go anywhere.—C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8605. [0836/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

A40's £10 p.w., 850 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay 6415. [0686/R

OVERSEAS tourists modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.7. Tel. Bayswater 8229. [5367

NEW Ford Zephyr and Prefect saloons, self or chauffeur driven, from £1 per day.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3563. [0091/R

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Brt. 5552; 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

DRIVE-YOURSELF hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 28, Upper High St., Epsom 9400. [M2001

SELF-DRIVE.—Coming on leave, visiting Britain? Keenest rates, reduced charges extended period; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [0031/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (110 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

THE CENTRAL MOTOR INSTITUTE, Private Hire Department, Finchley Rd., Hampstead, N.W.3. Tel. Primrose 6623 (4 lines). Latest model Austin cars for self-drive hire. Charges from £1 per day, including full insurance. Book very early to avoid disappointment. [0270/R

CAR HIRE (MAYFAIR), Ltd. for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 8689, and at 143, North End Rd., Golders Green, N.W.11. Meadway 2455. [0064/R

30 miles per day on new cars for £1, including petrol, oil and insurance; £5 per week, 210 miles, excess miles 4d; special discounts for period hires.—Wilsons Car Hire Services, Ltd., 34, Acre Lane, S.W.2. Tel. Brixton 4011. 1, Dorking Rd., Epsom. Tel. Epsom 4911. [0802/R

5 DAYS for £5; London's best tariff for commercial users; unlimited mileage tariff on request.—Drive Yourself Hire Co. (London), Ltd., 506, Seven Sisters Rd., Finsbury Park, N.4 (Can. 1131-2); 20, Grosvenor Place, Victoria, S.W.1 (Slo. 9844). (Garage Chester Close.) [0507/R

OVERSEAS visitors; a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

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GUARANTEED reconditioned replacement engines: Ford 8-10, £18/10; Morris 8, Standard 8, Austin 8, £22/10; Hillman 10, Austin 10, £40; Vauxhall 10 and 12-4, £27/10; Ford 22, 30, 32, £40; Vauxhall Velox, £42/10.—J. G. Ruther & Co., Ltd., Eastern Ave., Romford. Tel. Rom. 2552/2352. [0056/R

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 1752. [0274/R

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EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6468 and 6844.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in suppling dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R

32/6!!—Exchange reconditioned shock absorbers.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0449/R

YOUNG'S shock absorber reconditioned exchange service, popular models 32/6 each; lists free.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [0427/R

ALL types, Eastern Counties largest stockists, Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [5143

ROTOFLO shock absorber service available immediately from the distributors.—Castle's Unit Development, Ltd., Church Gate, Leicester. Tel. 65251-2-3-4. [0103/R

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SHOCK absorber service, reconditioned units for all British types, 6 months' guarantee, linkages rebushed, trade supplied.—Williams & Sons, Ltd., Sheen Rd., Richmond, Surrey. Ric. 0921. [3692

A SERVICE unsurpassed.—Change to Rotoflo, your linkage reconditioned fitted to Rotoflo dampers and returned same day as received. North London, Herts and Central Bucks distributors.

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SHOCK absorbers, reconditioned, guaranteed units, most types 1955 onwards, 26/6 each, exchange, rebushing links, 5/6.—G. W. Hayward, 21a Ancaster Rd., Beckenham, Kent. Tel. Bec. 1409. [6710

VAUXHALL front suspensions, immediate delivery all types, guaranteed and ready to fit, draw our units firstly; Britain's lowest prices, £8/10 per unit.—Service Equipment (Leeds), Ltd., The Garth, Stonegate Rd., Leeds 7. [0455

GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine maker's parts only; trade enquiries invited.—The Headingley Motor & Engineering Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 52627/8. [0634/R

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control; conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R

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NEW springs immediate delivery, front and rears, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

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WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

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ALL types sold, manufactured.—10, Winchester Mews, N.W.3. Pri. 6159. [0170

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CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger can give early delivery of installations for M.G.; Morris Minor, Oxford, Austin A40; all Fords; Riley 1½-litre; Flandards; Triumphs; Citroens; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-80 and other cars.

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MARSHALL-NORDEC low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph Vanguard, etc., for home and export orders; prices from £60 complete with all fittings.

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SHARMANS TYRE SERVICE for deep tread guaranteed remoulds at reduced prices.

5.90-15, 69/-; 6.40-15, 77/6; 5.00-14, 59/6; 5.50-15, 72/6; 5.90-15, 75/6; 6.00-15, 83/6; 5.00-16, 62/-; 5.25-16, 68/6; 5.50-16, 75/-; 575-16, 78/6; 6.00-16, 85/-; 625/6.50-16, 97/6; 7.00-16, 116/-; 750-16, 122/6; 5.25-5.50-17, 78/6; 6.00-17, 105/-; 185×400, 99/-; 7.00-18, 120/; 165×400, 87/6; 15×50, 160/-.

PLEASE write or telephone for prices of all other sizes, new and remould, new tubes from 10/-; carriage by first passenger train 5/6 per tyre extra.—Sharmans, Lanark Rd., Maida Vale, London, W.9. Cunningham 7521/2. [0649/R

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MAKE the road safer, tyres are expensive; protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. [0565/R

PRIDE & CLARKE, Ltd., for ex-Government and remould tyre bargains; quotations by return, state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0758/R

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TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R

NEW clearance tubes, 4.00×18, to clear at 6/6 each; postage and packing 1/3.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., London, S.E.5. Tel. Rodney 2181. [M3002/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0395/R

ALL best makes instantly available for despatch (stating or delivery, every size (car, giant or tractor), obsolete types featured.—Carr Bros., Purley, Surrey. Uplands 4611-2-3 [0064/R

TYRES and tubes (used), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete types; all commercial ex-W.D., tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [3031

TYRES.—New, slightly used and rebuilt in all car, lorry, traggrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Goswelltiro, Norwest, London. [0087/R

TYRES AND TUBES

BULL'S a tyre for every car; call or write for list. New and remoulded; let us remould your own covers.—Bull's Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES, sound, part used; car sizes, 350 to 500, 33/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included, quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days, cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. [0165/R

SECOND-HAND tyres, 450 to 500 16in, 17in, 18in, 20in, 525, 550×16 30/- each; 575, 600, 40/- to 45/-; 32×6 70/-; 34×7 95/-; ex-W.D. motor cycle tyres 525×19 20/-; cash with order, money refunded if returned unused within 7 days; carriage charges 3/- small, 4/- giant.—H. Glassman, 105, Sclater St., London, E.1. Tel. Bishopsgate 6894. [0623

Tyres Wanted

PLEASE send us carfare paid, your sound covers fit for remoulding, up to 5.00 section 10/- each, 5.25 to 6.00 15/-, 6.25 and over 20/-; cash despatched within 24 hrs. of approval; please label plainly.—Sharmans Tyre Service, Lanark Rd. Maida Vale, London, W.9. Cunningham 7321-2 [0675/R

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EASICLEAN wire wheel discs for all car makes.—Call: 4, Nevill Rd., Stoke Newington, N.16. [7163

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

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MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0676/R

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CHROME Hub Caps for every make of car in stock from 6/- each.—Enfield Tyre, 123, Baker St., Enfield 2982. Also 1058, Christchurch Rd., Bournemouth, and Castle Lane, Torquay [0432/R

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MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—

SOMERSET.—Main road well-sited garage, filling station and cafe with ½-mile road frontage and site area of about 20 acres; excellent 6-roomed bungalow; petrol sales 1,000 galls. weekly; freehold, goodwill and equipment; £9,000 s.a.v.

LEICS.—Filling station, garage and car hire business with modern detached 3-bedroomed house; all at £11,000, s.a.v.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021A

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GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mill. 4502. [0546/R

FOR sale, freehold; independent petrol station with established used car sales; prominently situated busy main road, residential area, Luton; detached modern 5-bedroomed residence; large concrete and steel workshop; 4 Beckmeters, 8 oil fountains; £11,000.—Box 4685. [6976

BOURNEMOUTH.—Established business with good clientele, 10,000 sq ft with two main road frontages, substantial all round business (turnover £46,000), popular agencies held; sole working director wishes to take partner principally interested in sales (capital £3,000-£6,000).—Box 4642. [6949

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BIRMINGHAM.—Excellent garage, filling station and taxi business, petrol sales 2,500 weekly, large oil sales; 12 excellent cars; contracts signed for next 12 months, worth £14,000 p.a., fully equipped garage, space to garage 24 cars, £3,000 of spares, etc., in stock; 16 persons on staff, profits last year £4,000; also freehold mod. house, 2 miles from business; this is Birmingham's largest private hire taxi business; all-in price £14,000; owner retiring but will stay 3 months with purchaser.—H. Dean, 26, Chestnut Drive, Erdington, Birmingham 24. [6566

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GARAGES, motor businesses.—John Swait & Sons, Ltd., 34, The Mall, London, W.5 (Ealing 2866), have numerous vendors and purchasers; clients' instructions and purchasers' enquiries invited. [0512

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SMALL filling station or garage, with good living accommodation, on the South Coast, between Worthing and Southampton.—Particulars to Box 4559. [6218

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GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines) [0291

WANTED in Sussex only.—Garage and filling station with living accommodation essential.—Details in confidence to W. E. B., c/o Gladding, Son & Wing, Chartered Surveyors, 8/11, Pavilion Buildings, Brighton. Usual commission required. [M2021A

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order 1952.

AUTOMOBILE Engineers for British West Africa.

A LARGE firm of motor dealers have vacancies for experienced automobile engineers (including one with diesel training and experience) aged between about 25/32 years, for service in British West Africa; state qualifications, age and whether married or single.—Box 4527. [6596

WANTED immediately, storekeeper with knowledge of stores routine and card index system, good wages and working conditions.—Logsdon's Garage, Ltd.,

PROGRESSIVE Rootes Group distributor, having obtained additional premises, requires service manager.—W. Waters & Sons, Ltd., Hatfield, Herts. [6962

LECTURER-DEMONSTRATOR, whole time, auto. engines, petrol and diesel; state experience and salary, South-West London.—Box 4538. [6602

SKILLED motor mechanics required, must be fully conversant with all post-war cars; preference given to those with Jowett and Alvis experience.

APPLY G. W. Wilkin, Ltd., 64, Eden St., Kingston-on-Thames. Kin. 2241. [M4053

MERSEYSIDE car distributors require the services of a car salesman, up-to-date knowledge essential; write in full detail, including past experience.—Box 4598. [6880

MOTOR mechanic, fully qualified, required for service station; good rates.—Apply in writing, giving age and experience, Evans & O'Malley, Ltd., 12, William St., S.W.1. [7074

SALESMAN, car and commercial vehicles, for Ford main dealers; must be over 35 years of age.—Apply in strict confidence, with copies of recent references, Box 4692. [7059

EXPERIENCED sales representative required by established firm of car distributors, Finchley area; one able to work on own initiative; replies treated in confidence.—Box 4615. [6898

RETAIL car salesman required by Rootes Group Distributors, previous proved ability and experience desirable.—Written applications only please to C.M.C. (Caterham), Ltd., 59, Croydon Rd., Caterham. [6935

COMPETENT vehicle salesman with knowledge of Fordson commercial vehicles required.—Write, stating experience, to Sales Manager, Messrs. F. H. Peacock, 219/221, Balham High Rd., S.W.17. [6786

EXPERIENCED car buyers required, knowledge of current prices and mechanical condition essential, London area; good salary and commission.—Apply, with copy references, giving age and details of experience, to Box 3918A, c/o Knight's, 1, Wardour St., W.1. [6905

SITUATIONS VACANT

TWO vacancies exist with old-established automobile engineers; (1) salesman; (2) buyer; excellent salary and commission offered to men with initiative and proved record; good appearance and speech essential; must live within easy reach of Croydon area.—App.y Box 4698. [7122

EXPERIENCED motor mechanic required, capable of carrying out complete overhauls and repairs to all types of cars and light commercial vehicles, for garage situated in East Kent Coast town; good salary and permanent position for capable and experienced man.—Apply Box 4696. [7075

CAR salesmen required, previous experience an advantage but not essential; must have selling ability and pleasing personality, London area; salary and commission.—Apply, with copy references, giving age and details of previous employment, to Box 3918B, c/o Knight's, 1, Wardour St., W.1. [6904

FIRST-CLASS salesman required for a progressive position with main distributors in N.W. London area; knowledge of both commercial and private vehicles essential; apply stating age, education, experience and salary required, to—Box 4680. All correspondence strictly confidential. [6963

LEADING tyre manufacturer has vacancy for sales representative with first-class selling experience; ample scope for promotion for man under 35 with good personality, initiative and ability to thrive in a highly competitive market; salary, car and expenses, superannuation scheme.—Apply, Box 4597. [6878

MOTOR fitters urgently wanted; Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [M3068

THE Car Collection Co., Ltd., require experienced women drivers for their London, Luton, Coventry and Birmingham Depots. Candidates will be required to undergo a special 2-hour driving test on cars and light commercial vehicles. Hours of work are irregular, and the work is not suitable for those having domestic ties.—Apply in writing in the first instance to the Staff Manager, 7, Kendall Place, Baker St., W.1. [4276

ROOTES, Ltd., require a number of salesmen experienced in new and used car and truck sales, also service representatives, technical training and practical experience in automobile business essential; must have initiative and drive, good credentials, and be prepared to take posts anywhere.—Application in writing to the Secretary, Rootes, Ltd., Devonshire House, Piccadilly, London, W.1. [6918

MOTOR mechanic instructor in vocational training required at H.M Borstal Institution, Hatfield, Doncaster, E. Yorks; applicants must be at least 30 and under 50 on Feb. 18, 1955, and should be qualified tradesman in the motor vehicle repair and maintenance trade, have served a full apprenticeship in automobile engineering, obtained a final certificate in a trade course at a Technical Institute, and be capable of giving theoretical and practical instruction; ability to teach motor vehicle technology to City and Guilds standard would be considered an advantage.

ANNUAL salary £480, by four annual increments to a total of £528 inclusive, payable monthly; 44-hour week; 3 weeks' paid annual holiday rising to 4 weeks after 3 years; quarters not provided; post unestablished (non-pensionable) but establishment considered after period of satisfactory service.

APPLICATION forms, returnable by Feb. 4, 1953, may be obtained from Establishment Officer (R621/84), Prison Commission, Horseferry House, Dean Ryle St., London, S.W.1. [6900

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SERVICE Manager, M.I.M.I., age 41, 24 years' experience, administrative and practical, seeks position with prospects, London or South Coast.—Box 4705. [7151

SKILLED mechanic (26) seeks progressive position, workshop or administration, City and Guild master craftsman's Cert., partly through A.M.I.M.I. examinations.—Box 4721. [7003

GENTLEMAN, 30 years' experience motor trade, sales and executive experience, ex-proprietor own business, offers services, commission basis if desired; loyalty and integrity assured.—Write Box 447, Ray's, Cecil Court, London, W.C.2. [6954

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BOOKS, ETC.

CLEAN consecutive copies "Autocar," January to June, 1959.—Box 4722. [7002

283 "Autocars" May, 1947 to date, 9 missing, plus 83 duplicates; best offer secures.—F. Davies, 7, Meynell Crescent, London, E.9. [7170

HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [0085/R

UTILITY Motor Bodywork, working drawings and instructions, 35/-; "Caravan Painting," 2/8, post free.—Craftsman Publications, 21, Church St., Warwick. [5925

DYKES Automobile Encyclopædia, invaluable for garages, motorists, students; 1,481 pages, 4,000 illus, new 1950 edition over 500,000 copies sold descriptive leaflet free.—Thomas Co. (DATO), 111, Buchanan St., Blackpool [0899/R

"200 motoring gadgets," 10/6; "Motor Engineers' Pocket Book" (data on 700 British, Continental, American automobiles, 1929-52), 11/-; "Racing Car Review, 1953," 9/-; "M.G. Workshop Manual 1929-52," 30/-; "Car Driving as an Art," 11/-; 1953 Motor Racing Diary, 7/2; Floyd Clymer's "Catalog of 1952 Automobiles," 15/-; "1952 Indianapolis Yearbook," 11/3; book catalogue free! Mail order only.—Vivian Gray (TA), Hurstpierpoint, Sussex. [0767/R

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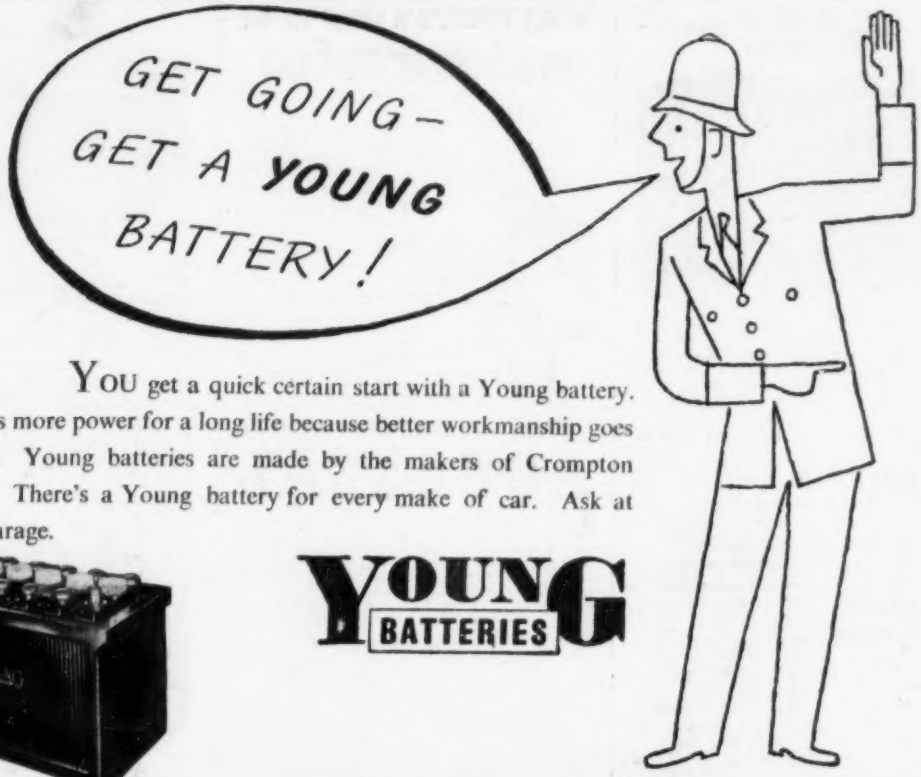

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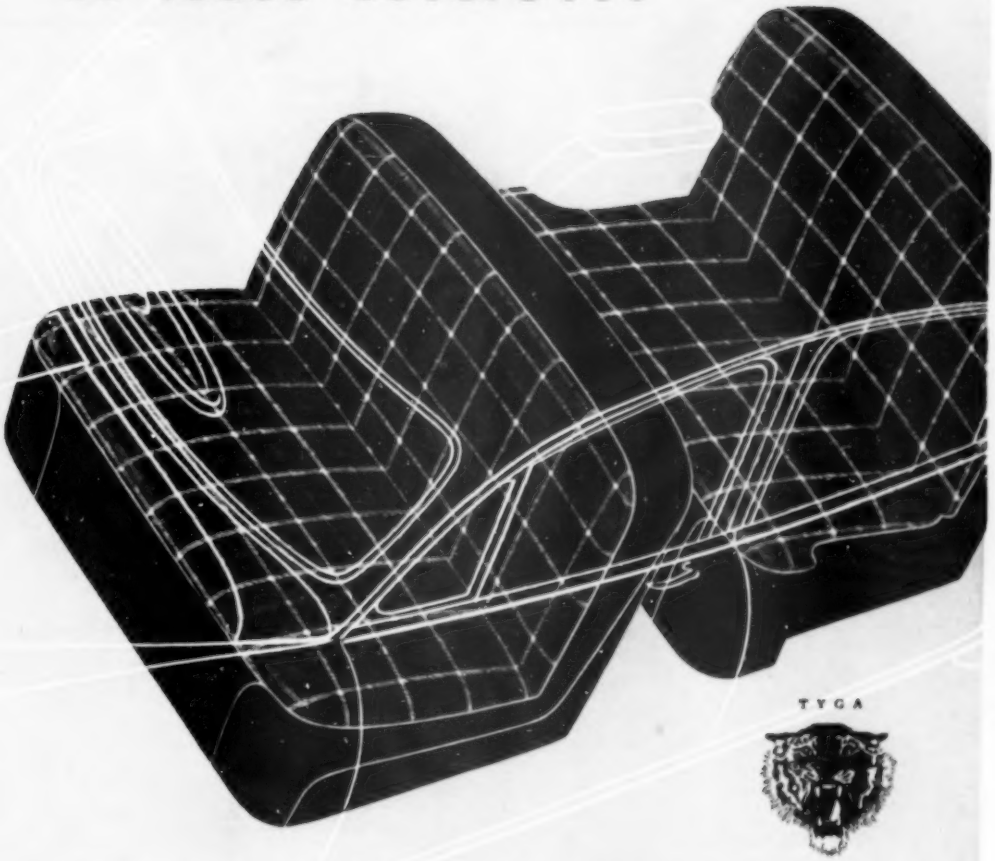

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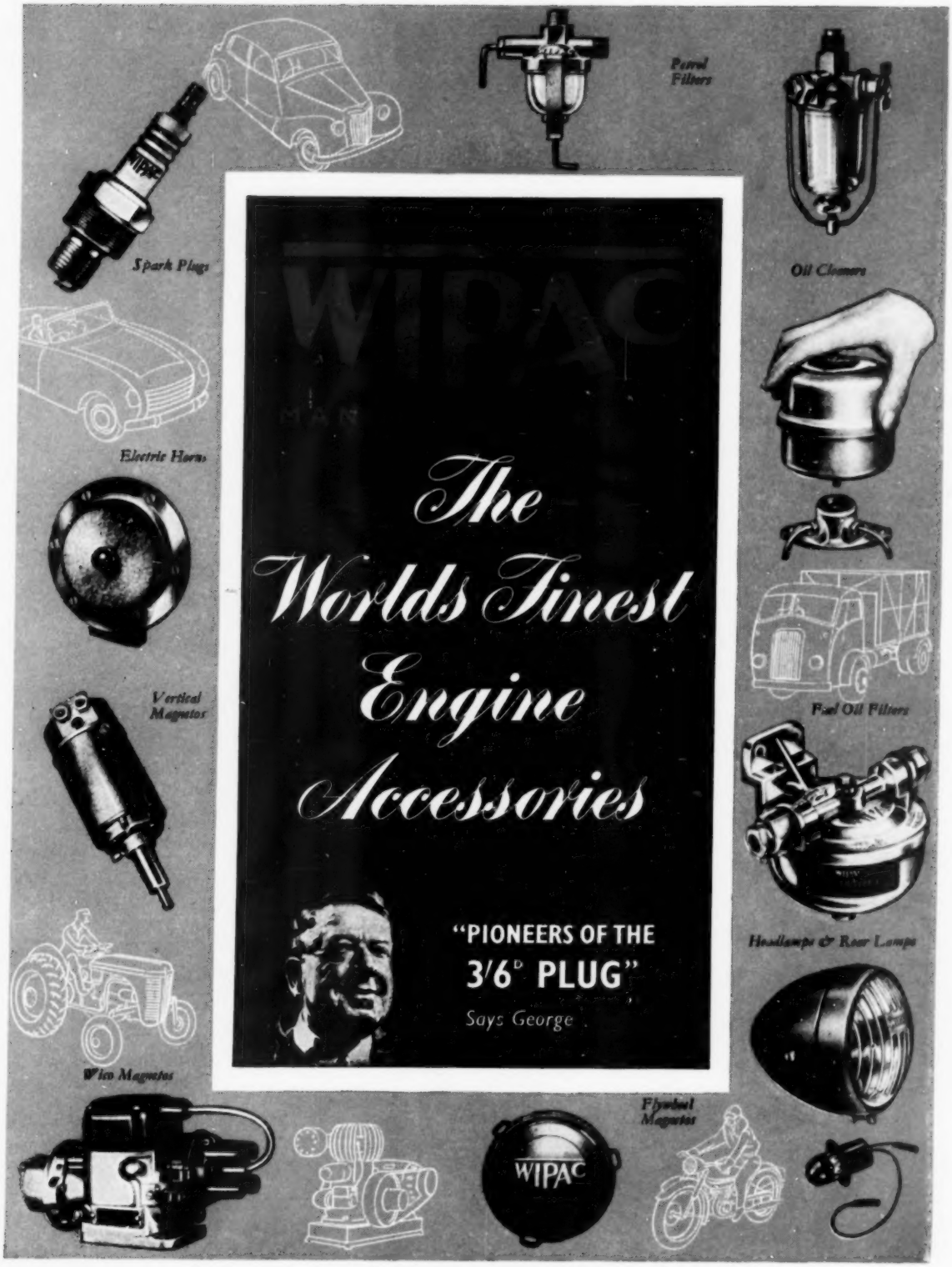

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